STEAM RAILWAY

No. 51

JULY 1984 £1·00 (USA $3·00)

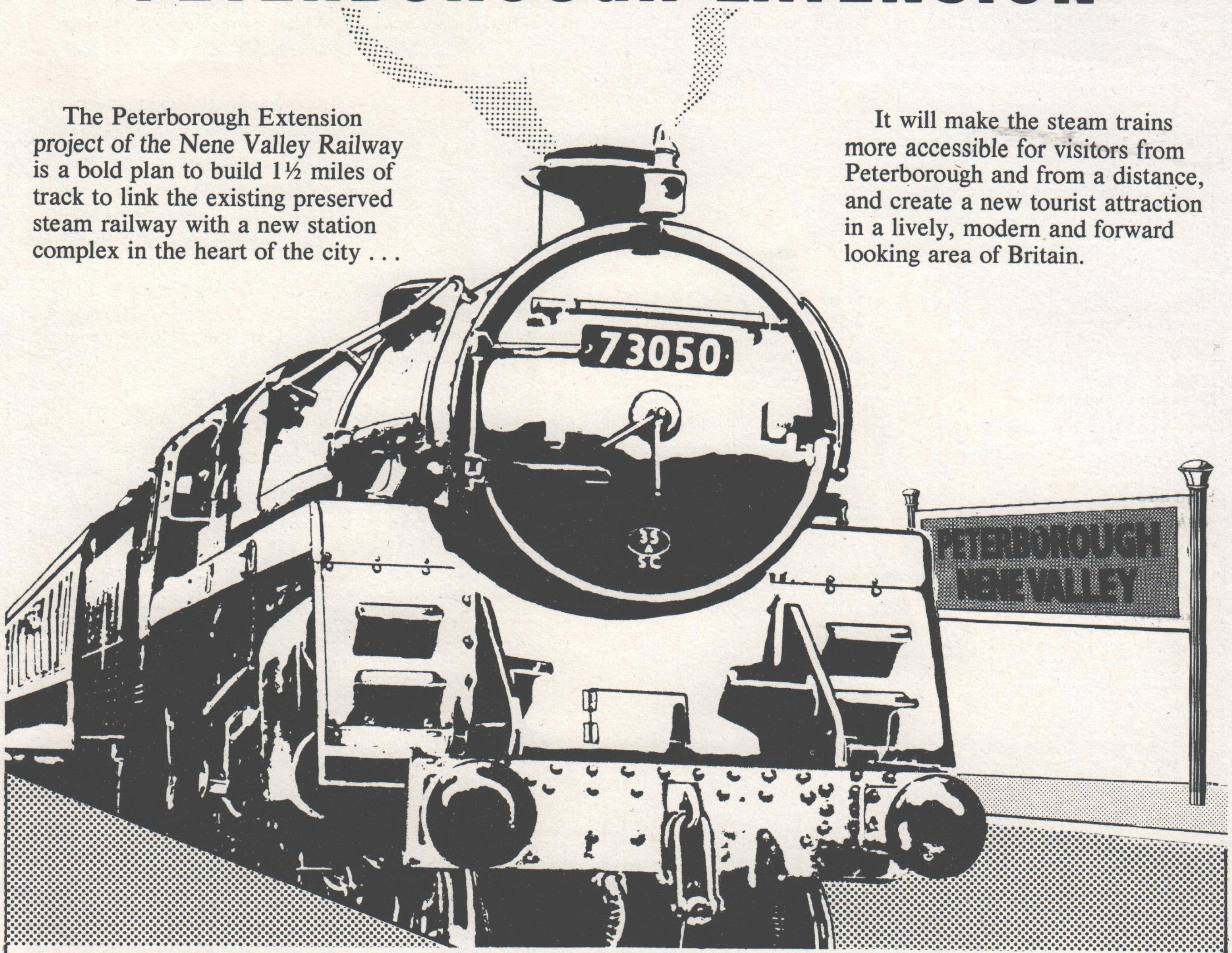
'IMAGES OF STEAM' PHOTO CONTEST - £1,200 WORTH OF PRIZES

See pages 16-17

NENE VALLEY RAILWAY
PETERBOROUGH EXTENSION

The Peterborough Extension project of the Nene Valley Railway is a bold plan to build 1½ miles of track to link the existing preserved steam railway with a new station complex in the heart of the city . . .

It will make the steam trains more accessible for visitors from Peterborough and from a distance, and create a new tourist attraction in a lively, modern and forward looking area of Britain.



JUST SIGN HERE AND CONTRIBUTE TO "STEAM INTO CITY"

Name ______________________________

Address ______________________________

____

Signature ______________________________

● **Make a donation to the Extension Appeal Fund**
Your gift of £5 or more will be acknowledged by an attractive certificate. If you donate £25 or more, you will receive two free tickets for a return journey over the whole railway when the extension is open.

Yes, I am interested in supporting Nene Valley Railway. My share in helping to bring steam trains to Peterborough by raising the £185,000 needed to complete the project, is:-

☐ With a donation of £ .... by cheque/cash/Access/Barclaycard No. ....

☐ By covenanted gift – please send me details.

☐ By applying for membership of Nene Valley Railway – please send me details. *Tick box appropriate*

Donations to this Appeal will be spent only on the Peterborough Extension.
Please return this form with your donation (no stamp required) to:-

"Peterborough Extension Appeal" c/o The Appeal Co-ordinator
Nene Valley Railway, FREEPOST, Wansford Station, Stibbington, PETERBOROUGH PE8 6BR

YOUR RAILWAY BOOKSHOP IN HERTFORDSHIRE

Railway Classics

IAN ALLAN

- Great Western 4-6-0s £7.95
- Great Preserved Locomotives 1 – Stanier 8F £2.95
- Great Preserved Locomotives 2 – Gresley A4 .... £2.95
- BR Handbook (N/E) £3.95
- Rails in Wales – The Cambrian Lines £4.95
- The Changing Western Scene 1948-84 .... £6.95
- Rail Centres: Sheffield £7.95
- BR Diesels on Depot £5.95
- Railway World Annual 1985 .... £4.95
- Rolling Stock Recognition 2 – BR & Private Owner Wagons £3.95
- The American Pullman Cars of The Midland Railway £9.95
- Modelling BR Today .... £ .
- BR Steam Motive Power Depots – LMR (reprint) £7.95
- A Chronology of the Construction of Britain's Railway 1778-1855 .... £10.95
- Road & Rails of West Yorkshire 1890-1950 .... £8.95
- South Eastern & Chatham Railway Album £5.95
- Diesel & Electric Locomotives of the Southern Region £5.95
- South Wales Branch Lines £7.95
- Stanier 4-6-0s at Work £9.95
- Footplate Cameraman £8.95
- Over Shap to Carlisle £8.95
- Portrait of the Lynton & Barnstaple Railway £5.95

OPC Ltd

- The Southern in Hampshire & Dorset £7.95
- The Southern in Kent & Sussex £6.95
- The LMS in the W. Midlands £9.95
- The Cowbridge Railway £9.95
- Steam in South Wales – 4 – Monmouthshire £8.95
- LMS Miscellany Volume 2 .... £9.95
- Steam on Shed – J. Stretton £10.95
- LNWR Engines – An Illustrated History £19.95
- Private Owner Wagons – Vol. 3 .... £5.95
- Bridges for Modellers – L.V. Wood £12.95
- Lines to Torrington – S. Nicholas £11.95
- The Railways of the Manchester Ship Canal £15.95
- Historical Survey of the Forest of Dean Railways £9.95
- Station Layouts of the Chester to Holyhead Railway £12.95
- Power of the Arthurs, Nelsons & Schools £9.95
- Isle of Wight Railways Remembered £7.95
- North Eastern Branch Lines – Past & Present £6.95
- The Great Western in the West Midlands £8.95
- The Banbury & Cheltenham Railway 1887 – 1962 .... £7.95
- The Teign Valley Line (p/b) £5.95
- GWR Coaches Appendix Vol. 2 .... £17.95
- The Power of the Bulleid Pacifics £6.95
- LMS Sheds in Camera £8.95
- Somerset and Dorset in the 60's, Vol 4 1963-66 .... £7.95
- Around the Branch Lines, Vol. 2 – GWR £6.95
- The Narrow Gauge Charm of Yesterday £8.95
- Once Upon A Line, Vol. 1 (Isle of Wight) £9.95
- The Thaxted Branch (p/b) £4.50
- G.W.R. Architecture £19.95
- A Pictorial Record of L.N.E.R. Constituent Signalling £9.95
- L.N.E.R. Wagons £9.95

BRADFORD BARTON

- On the Footplate – J. Drayton £3.25
- A Loco Fireman Looks Back – Ray Gwilliam £3.95
- Steam Supreme – Scottish Railways in 1920's – R.D. Stephen £3.50
- Drawn by Steam – L.C. Jacks £3.50
- Firing Days at Saltley – T.R. Essery (2 vols) £3.25
- Locomotives at War – P.M. Kalla-Bishop £3.25
- Through the Links at Crewe – 'Piccolo Pete' Johnson (2 vols) £2.95
- St. Philips Marsh – D.J. Fleming £2.95
- Nothing Like Steam (S.R.) – B.W. Aynsley £3.25
- Living with Locos (L.N.E.R.) – Charlie Meacher £3.25
- North Eastern Engineman – P.W.B. Semmens £3.25
- Panniers and Prairies (W.R.) – Tony Barfield £3.25
- Smoke and Steam! (G.N. and L.N.E.R.) – Harold Bonnet £3.25
- Buckjumbers, Gobblers and Clauds (G.E. and L.N.E.R.) – Jim Hill £3.25
- Working with L.M.S. Steam – H.C.H. Burgess £3.50
- Bankers and Pilots (L.N.E.R.) – G.C. Potts £3.50
- Footplate Days on the Southern – H. Norman £3.50
- Both Sides of the Footplate – Ken Stokes (just published) £3.50
- L.M.S. Locos from the Footplate – George Bushell (just published) £3.50
- Nine Elms Engineman – Bert Hooker (just published) £3.50

DAVID & CHARLES

- The Standard Steam Locomotives of British Railways £8.95
- A Brush with Steam – David Shepherd's Railway Story £10.95
- Rescued from Barry £9.50
- Stephenson's Britain £9.95
- Brunel's Britain (reprinted) £9.95
- The Railway Navvy £9.95
- The Railway Builders £9.50
- The 19th Century Railway History Through The Illustrated London News £12.95
- Steam Rennaisance – The Decline & Rise of Steam Locomotives in Britain £9.95
- The Brighton Line £2.95
- Railway Walks – Exploring Disused Railways £7.95
- Prototype Locomotives £8.95
- A Regional History of the Railways of Great Britain Vol. 7 – The West Midlands £10.95
- The Great Railway Quiz – Compiled by Chris Hughes – Mastermind 1983 .... £3.50
- A Regional History of the Railways of Great Britain Vol. 14 – The Lake Counties £10.95
- London's Local Railways (reprinted) £12.50
- Steam Power – Watkins & Wightman (repringed) (p/b) £1.50
- Summer Saturdays in the West – Thomas & Smith (reprinted) £5.50

PATRICK STEPHENS

- British Locomotives of the 20th Century Vol. 2 1930-60 – O.S. Nock £14.95
- Railways of the Southern Region £10.95
- The Great Western 'Saint' Class 4-6-0 – O.S. Nock £7.95
- Practical Electronics for Railway Modellers .. £7.95

ALLEN & UNWIN

- History of The LMS 1 .... £7.50
- History of The LMS II £7.50
- History of The LMS III £7.50
- History of The LNER I £7.50
- History of The LNER II £7.50
- History of The LNER III £7.50
- The Riddles Standard Types in Traffic £7.50
- Men of the LNER £7.50
- The Schools 4-4-0s £7.50
- On and Off the Rails £7.50
- Maunsell's Nelson £7.50
- Trains of Thought £10.95
- Men of the Great Western £7.50
- Preserved Steam in Britain £7.50
- Steam's Indian Summer £7.50
- Travelling by Train in the Edwardian Age £7.50
- Trains to Nowhere £7.50
- South West Railwayman £7.50
- Great Western Saints and Sinners £7.95
- Great Western Steam £7.95
- Great Central Steam £8.95
- Graveyard of Steam £7.50
- Rails to Disaster £7.50

MISCELLANEOUS PUBLISHERS

- The Rural Railway – C.S. Gammell – GRQ Pubs £7.95

MAINSTREAM

- The Forth Railway Bridge £9.95

JANES

- Janes Railway Year – 3rd £7.95
- London Midland Steam in Colour £5.95
- Main Line Steam in the 1980's £5.95
- British Rail in Colour £5.95
- British Steam Revival £5.95
- World Diesel Locomotives (due May) £9.95
- BR Colour Album £5.95
- Western Steam in Colour £5.95

MAIL ORDER: Add £1.50 to total order to cover postage & packing, overseas add £2.50. Payment by cheque (bankers card No. on reverse), Visa, Access, P.O. Giro Transcash using our Account No.3120066. Cheques to be made payable to Motor Classics Ltd. Orders welcome using your credit card and our 24 hour phone service. Send SAE for full list. SHOP OPENING TIMES 9.30 to 5.00 MONDAY TO SATURDAY. CLOSED WEDNESDAY P.M.

MOTOR CLASSICS BOOKSHOP, DEPT.SR., 7 PENN PLACE, OFF NORTHWAY, RICKMANSWORTH, HERTS WD3 1RE.

ORDER BY MAIL

CREDIT CARD HOLDERS **PHONE NOW**

Telephone orders accepted on

RICKMANSWORTH (0923) 770911 (24 hr).

RAIL TOURS TO THE MID-WALES FESTIVAL OF TRANSPORT

Sat. 14 July. Marylebone, Wembley Complex, West Ruislip, Gerrards Cross, Beaconsfield, High Wycombe, Princes Risborough, Bicester, Banbury, Leamington, Birmingham New Street, Wolverhampton to Welshpool.
Stock – Tyseley D.M.U.

Sun. 15 July. Euston, Harrow & Wealdstone, Watford, Hemel Hempstead, Leighton Buzzard, Bletchley, Northampton, Rugby to Welshpool.
Stock – Loco hauled.

Fares: Saturday Adult £8.50 — Child £5.50
Sunday Adult £9.90 — Child £6.90

Included in your fare is a day ticket to the Festival of Transport (value £2.50), including Grand Flea Market, Model Rail Exhibition, Canal Exhibition, Transport Films, Coach & Commercial Car Rally, Horse Drawn Buses, 1931 Buses etc., etc.

All enquiries and bookings (state smoking/non smoking) to:

CHILTERN TRAINS,
13 Golden Hills, Chinnor, Oxford, OX9 4PT.
Tel: 0844-52198 or 01-950-4597.

Both trains co-ordinated by R.T.O.A.

U-Boats and Packets, Glenalmonds and Glasshouses, Mickey Mouses and Mikado Boosters, Super Ds and power-stoked 9Fs, Cauliflowers and Caprotti Fives – read their fascinating story in the BRADFORD BARTON series of footplate and other railwaymen's reminiscences . . . .

Both Sides of the Footplate Ken Stokes (Just published)
L.M.S. Locos from the Footplate George Bushell (Just published)
Nine Elms Engineman Bert Hooker (Just published)
On the Footplate J. Drayton £3.25
A Loco Fireman Looks Back Ray Gwillam £3.95
Steam Supreme – Scottish Railways in 1920's R.D. Stephen
Drawn by Steam L.C. Jacks
Firing Days at Saltley T.R. Essery £3.25 (two volumes)
Locomotives at War P.M. Kalla-Bishop £3.25
Through the Links at Crewe 'Piccolo Pete' Johnson £2.95 (two vols)
St. Phillips Marsh D.J. Fleming £2.95
Nothing Like Steam (S.R.) B.W. Aynsley £3.25
Living with Locos (L.N.E.R.) Charlie Meacher £3.25
North Eastern Engineman P.W.B. Semmens £3.25
Panniers and Prairies (W.R.) Tony Barfield £3.25
Smoke and Steam! (G.N. and L.N.E.R.) Harold Bonnett £3.25
Buckjumpers, Gobblers and Clauds (G.E. and L.N.E.R.) Jim Hill £3.25
Ganger, Guard and Signalman (Settle & Carlisle) Dick Fawcett £3.25
Southern Locoman George Hollands
L.M.S. Locoman – Wellingborough footplate memories George Bushell
Signalman Michael Burke
All Stations to Mallaig! John A. McGregor
L.M.S. Locoman – Willesden footplate memories George Bushell
Fifty Years with Scottish Steam Alan G. Dunbar
Engineman S.R. M. Jackson
Diesels – a driver's reminiscences L.C. Jacks
Swindon G.W.R. Reminiscences E.R. Mountford
Yorkshire Locoman N. Dixon
Working with L.M.S. Steam H.C.H. Burgess
Bankers and Pilots (L.N.E.R.) G.C. Potts
Footplate Days on the Southern H. Norman

Price of these quality paperbacks £3.50 except where noted; from your bookshop, society or steam centre. Or order direct – all orders despatched by return, post free. These are only a selection of the 200 or more books we publish on railways at home and abroad, steam and diesel, standard and narrow gauge, large and small . . . Write or phone for our complete free list of titles including a new one which gives fuller details of all the above titles.
Dept SR

D. BRADFORD BARTON LTD.
Trethellan House, Truro, Cornwall TR1 2DU Tel: (0872) 76737

P.S. Rumour has it that EEC rules may mean VAT on books in the U.K. before long. So buy now and save a possible 15 per cent!

No.51 – JULY 1984

IN THIS ISSUE

8 **NEWS** A nameplate theft from the Severn Valley Railway, and a nameplate acquisition for Humberside Black 5 No.5305. Seven pages of news – the fullest, most informed coverage in the railway press.

16 **IMAGES OF STEAM '84** Are you still standing with the crowd when you take your photographs? The Canon Cameras/Steam Railway photographic competition offers £1,200 worth of incentives to try a different approach.

18 **NED AND THE MOTHERWELL 'HOODOO'** Were Motherwell engines more susceptible to failure than the rest? Former St. Rollox fireman George Holyhead tells a tale of effective two mishaps.

24 **GALLERY** Pictorial photo feature including Ireland's 'Galway Bay Railtour'.

28 **WORLDWIDE REPORT** 'World Steam' editor David Thornhill highlights the recent developments which have made steam-hauled expresses virtually extinct.

32 **GETTING BACK INTO THE BLACK** Colour feature on the return to BR livery of K1 No.62005, by the photographer who made it happen – Peter Zabek.

34 **STEAM, AT THREE MINUTE INTERVALS** Wrapping up his two-part report on the building and use of steam in China, Colin Garratt visits the coal and steel towns of the north east.

40 **THE REMARKABLE WEST LANCS LIGHT RAILWAY** Little known and largely unsung, the WLLR has actually been in business since the late 1960s. Brian Dobbs reports.

46 **THE GLORIOUS YEARS** The LMR scene of the late 1950s/early 1960s, superbly photographed by ex-Patricroft fireman Jim Carter.

52 **MAILBAG** A lot of debate, and a little conjecture, not least of all about Brunswick green livery.

56 **TIMETABLE** A comprehensive guide to events during the next six weeks.

63 **PERMANENT WAY . . .** Another look at railway scenes that are here today, gone tomorrow.

'STEAM RAILWAY' COMMENT

SLOA: the courage to grasp the nettle?

THE ill-advised attempt to effect closure of the steam-approved Settle & Carlisle line, and the bungling, deceitful way in which it has gone about the procedure, has left British Rail with much egg on its face.

Threatened by the reality of legal action for its failure to give adequate notice of its closure proposals, BR has been put to the great embarrassment of having to issue the closure notices again, in revised form. The effect of this has been to provide, until July 7, a second, quite unexpected opportunity for rail users with legitimate objections to closure, to make those objections formal, through the independent Transport Users Consultative Committee.

The Steam Locomotive Operators Association – SLOA – as the biggest single commercial user of the S&C next to BR itself, has perhaps the most powerful voice of all on the S&C issue. Three quarters of SLOA's total income comes from the promotion of its 'Cumbrian Mountain Express' trains on the line, and yet, incredibly, SLOA's name was absent from the 2,500 formal objections which flowed in following publication of BR's first closure notice.

Why? For the reason, no more, no less, that SLOA was afraid a formal objection might invoke recrimination from within BR, and put at risk an already delicate relationship. It was not an altogether unreasonable surmise either, for there are those within BR who would dump steam tomorrow if they thought their public would let them get away with it.

So while the objections poured in, from County, District and Parish Councils, Chambers of Trade and Commerce, The Youth Hostels Association, The Ramblers Association, The Council for the Preservation of Rural England, The Sports Council and countless other authorities and individuals, SLOA did little more than indicate politely to BR that it would like to continue running steam on the S&C – a gesture about as effective as trying to talk a lemming out of jumping.

Now that a second opportunity for formal objections has presented itself, SLOA must be faint-hearted no longer.

The Settle and Carlisle *is* worth fighting to save, the belief that another line could take its place, either as an attraction, or for convenience of operation, misplaced. Now SLOA must have the courage to grasp the nettle, and put its mouth where its money is.

DAVID WILCOCK

Editor: David Wilcock
Editorial Manager: Peter Kelly
Publisher: Simon Thompson
Editorial secretary: Linda Singh
Art Editor: David Weaver

Classified Advertisements:
Beryl Smith

Editorial:
Steam Railway, Bushfield House, Orton Centre, Peterborough PE2 0UW. 0733-237111

Advertisement Manager:
John French

Advertisement representative:
Peter Dunne

Display Advertising:
EMAP National Publications
9-11 Ack Lane East, Bramhall, Stockport SK7 2BE.
061-439-8081

Marketing Executive:
Rennie Kapila

Marketing/Circulation:
EMAP National Publications, Bretton, Peterborough PE3 8DZ.
0733-264666

Subscriptions:
Steam Railway, Competition House, Farndon Road, Market Harborough, Leicestershire.

Annual subscription rate:
UK & Eire £15. Overseas surface mail £16. Airmail Europe £22.50

US Sales:
Lee Cowie, Motorsport, 6115 Gravois, St. Louis, Missouri 63116, USA.

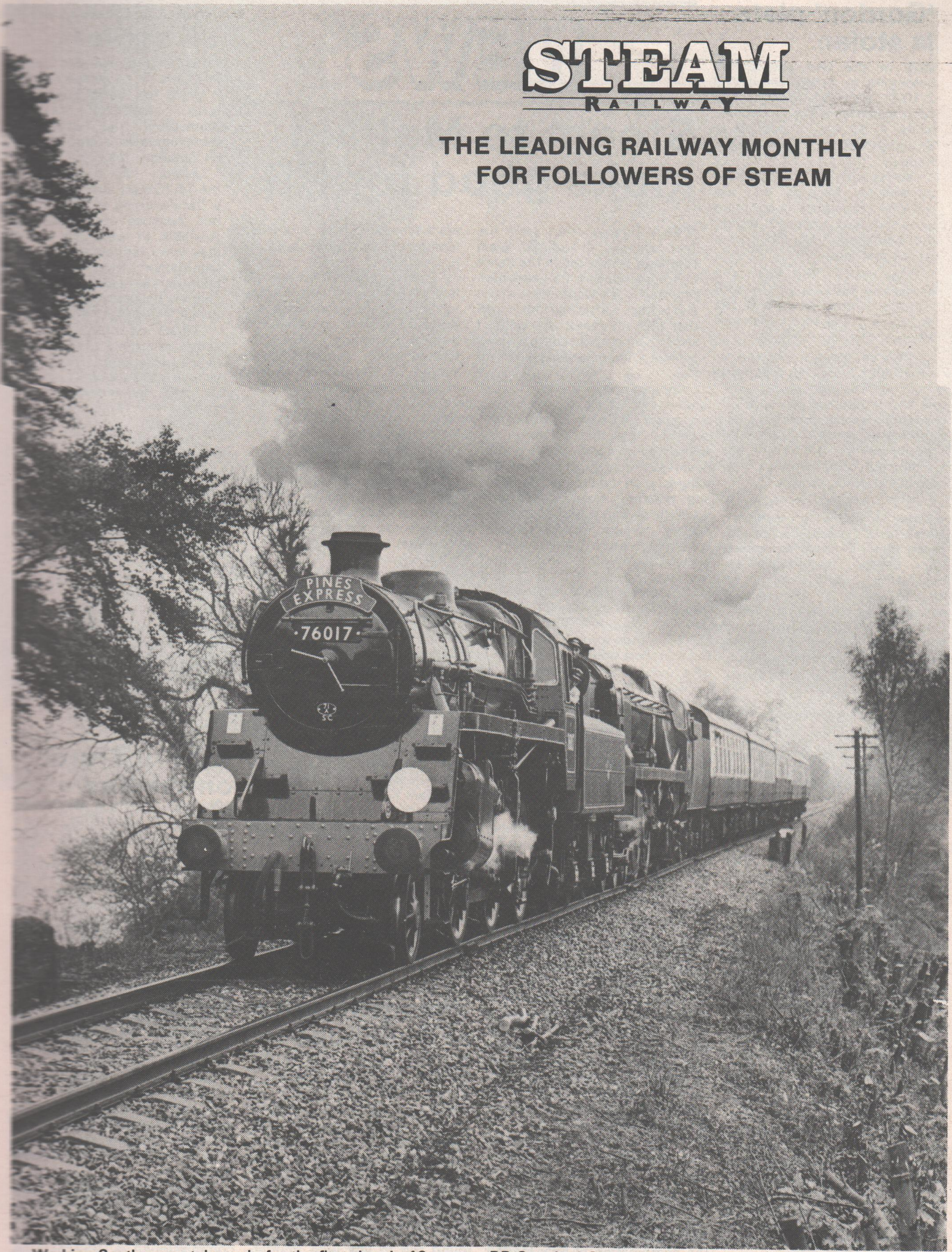
Mono origination:
S&M, Peterborough.

Printers:
Geo. Pulman & Sons.

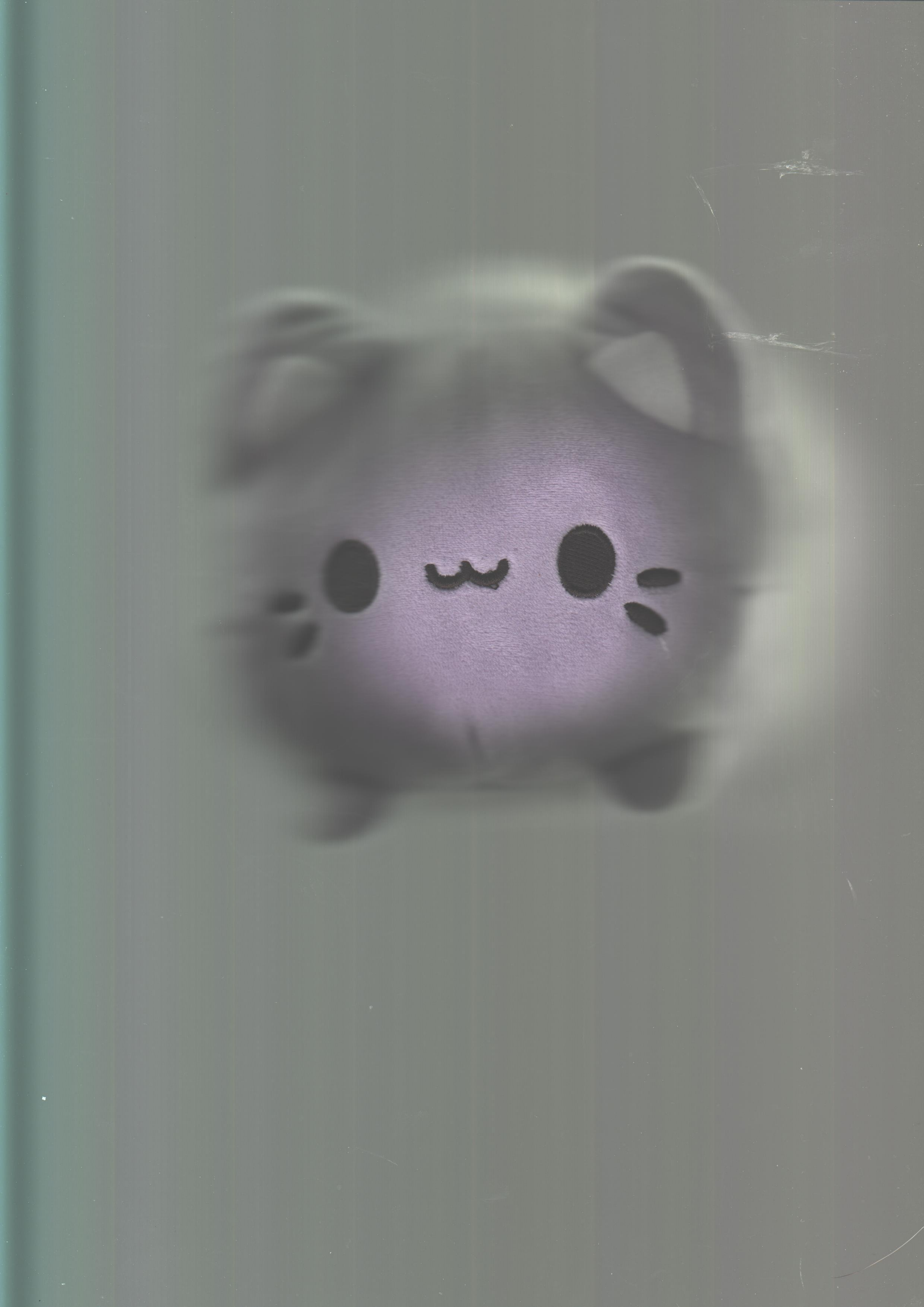
Publishers:
EMAP National Publications.

Front cover: Authentically restored to its former BR lined black livery, NELPG-owned K1 2-6-0 No.62005 opens up past the North Eastern three-peg bracket signal at Goathland on Easter Monday, with a Pickering train. See 'Getting back into the black', centre pages. John Cooper-Smith.

Back cover: More than 21 years have passed since the Drummond 'Black Motors' – the '700' Class 0-6-0s – scurried around the London lines of the LSWR on freight duties, and although none survived for preservation, the basic outline is reflected in Drummond's T9 No.30120, now in service on the Mid-Hants Railway. On Friday July 20 1962, just six months before the class became extinct, Feltham shed's No.30346 waits at Woking for signals. Geoff Rixon.



Working Southern metals again for the first time in 19 years – BR Standard Class 4 2-6-0 No.76017. The former Eastleigh engine, purchased from Barry scrapyard 10 years ago and the subject of a restoration initiative at Ropley since March 1978, made its inaugural run in Mid-Hants Railway passenger service on Saturday May 19, double-heading with Bulleid 'West Country' No.34016 'Bodmin'. The same combination is seen the following day, charging the bank near Medstead with the 16.10 train from Alresford. Mick Roberts.



'Gordon' plate is stolen

ONE of the two nameplates belonging to Army-owned WD 2-10-0 No.600 *Gordon*, has been stolen from the locomotive while it lay out of service at Bridgnorth shed, Severn Valley Railway.

Workshop staff discovered on Monday May 21 that the left-side nameplate had been unbolted and removed during the weekend, and the police were informed.

The theft – the first of a nameplate suffered by the SVR – struck a bitter chord with the Railway's General Manager Michael Draper.

"We've always adopted an open-door policy at Bridgnorth which allows the public the free and unfettered privilege of examining our locomotives at close hand," he said. "It seems in future we have got to weld on our locomotive nameplates and lock our engines away".

While market prices of locomotive name and number-plates have escalated in recent years, the stolen nameplate from *Gordon* is virtually an unsaleable item, for the locomotive, popularised nationally as 'Gordon the Blue Engine' is so well known that any attempt to sell the stolen plate would immediately reveal the identity of the thief or thieves.

● Any reader who may be able to help throw light on the whereabouts of the stolen plate, or can facilitate its return, is invited to contact this office, or leave a message. Confidentiality will be respected. The number to ring is Peterborough (0733) 237111 ext.434.

'Warrior' for Dean Forest

A DEAN Forest Railway bid for Giesl-ejector fitted Hunslet 'Austerity' 0-6-0ST *Warrior*, one of the two remaining steam locomotives in store at Bickershaw Colliery, Leigh, Lancashire, has been accepted by the National Coal Board.

Although said to have a boiler certificate valid to April 1985, *Warrior* (Works No.3823, built 1954) has been out of use since February 1978. It lost its name-plates some years ago, but was unofficially named *'Fred'* in honour of regular driver Fred Larner. Sister Hunslet No.7 (Works No.3776, built 1952) made an unexpected return to steam at Bickershaw in 1982 but steam working finally ceased on October 13 last year.

No.7, previously named *Bickershaw*, is reported to have been acquired for the Bury Transport Museum.

NEWS

Steam to Mallaig looks good for BR

STEAM power, swept from the Fort William – Mallaig 'West Highland extension' in the name of commercialism 21 years ago, returned in the same cause at the end of May, with all the indications that this summer's schedule of steam haulage three days a week, will be a financial hit for British Rail.

Capacity six-coach trains hauled by 'Black 5' No.5407 presented BR Scotland with early evidence that this steam-plus-scenery combination will be good business, but problems with wheelslip on the steeper grades, and resultant fires caused by spark-throwing, suggested that engine crews would have welcomed more time to re-acclimatise with the steam footplate.

The barren years came to an end on Thursday May 24, when 'Black 5' No.5407, despatched from Carnforth a week earlier, set out from Fort William at the head of a four-coach press special.

Bouts of wheelsip on a number of adverse grades did not affect the running schedule, and 5407, competently handled by Aviemore Driver Colin Ross and Fireman Alex Howie, accompanied by trainee Fireman Willie Stewart, made a right-time arrival at Mallaig to a rapturous welcome and the sound of bagpipes. Among the pipers, was Driver Ronnie McClelland, of Mallaig depot.

With no locomotive turning facilities at Mallaig, No.5407 worked the 41¾ miles back to Fort William tender-first, in charge of the 13.40 timetabled service normally handled by a Class 37 diesel.

Plans to run the Scottish Railway Preservation Society's North British 0-6-0 No.673 *Maude* on one of the two 'West Highlander' SLOA trains over the same route on Sunday May 27 were postponed when the locomotive was found to have a broken eccentric strap.

Wiggins Teape Paper Mill at Fort William put its machine shop facilities at the disposal of the SRPS to allow repairs to go ahead, and Class 5 No.5407 worked both of the Fort William-Mallaig steam runs that day, but the combination of fully loaded six-coach trains on steep grades, a strange engine for the crews, and a landscape which hadn't seen rain in two months, caused more wheelslip problems and a number of trackside fires, mostly to brushland.

Spillage of fuel from the split tank of a diesel, working a ballast train on the line the same day, was said to have contributed to 5407's slipping problems. Photographic runpasts were staged at Glenfinnan, Arisaig and Lochailort, and for the first time, SLOA laid on lineside buses to enable passengers to take photographs.

NBR No.673 *Maude* finally made its first run on the extension on Monday May 28, working the 08.30 four-coach SLOA 'West Highlander' as far as Arisaig, where it ran round to return tender-first to Fort William.

The same day's 11.10 Fort William – Mallaig service train was again worked by No.5407, but had to make four attempts to climb the 1 in 48 into Glenfinnan station, setting back half a mile to get a run at the bank. The bank at Beasdale also prompted setting back on three occasions.

A two-coach private charter train was hauled by 5407 to Mallaig on Tuesday May 29, and on Wednesday May 30 the 11.10 from Fort William was also steam-hauled.

Steam haulage continues on Wednesdays from July 11 to August 22; on Thursdays from July 12 to August 23; on Monday August 27 and on Sundays from July 1 to September 9, but, reports BR, response has been so good that some trains are already fully booked. A supplement of £3 return, £2 single, on top of the normal fare applies.

Vintage bus link at Oxenhope

KEIGHLEY and Worth Valley Railway has incorporated a vintage bus service into its passenger facilities, linking the railway with principal visitor attractions in the Haworth area.

A beautifully restored 1950 Bedford OB coach driven by Todmorden enthusiast Brian McNeil will connect with Saturday train arrivals at Oxenhope, and make a 45-minute round trip to link with Ponden Mill, Penistone Hill Country Park, the Bronte parsonage at Old Haworth, and Haworth Locomotive Works.

'Sir Lamiel' into BR service!

PASSENGERS on BR Eastern Region's 15.10 all-stations York – Leeds (via Harrogate) service were staggered to find themselves the unintending participants in a steam railtour on Saturday June 2.

Almost 100 passengers on the 15.10 were already seated in a DMU waiting to leave York – but because no guard was available to work the service, they were redirected to join an 'alternative' train waiting at platform 15 – a six-coach private charter, hauled by the SR 'King Arthur' 4-6-0 No.777 *Sir Lamiel*.

Those on board witnessed some extremely lively running between stations, as Driver Harry Wilson and Fireman Geoff Petch attempted to maintain their original 1hr 15min schedule York – Leeds.

Commented Tom Tighe, engineer with the Humberside Locomotive Preservation Group which looks after the 'King Arthur': "It was quite comical to see the looks of disbelief from the passengers, as the guard got down at each stop to tell those waiting on the platform that this was the 15.10, and that they should get on board."

In spite of the unplanned stops at Poppleton, Hammerton, Cattal, Knaresborough, Starbeck, Harrogate, Pannal, Weeton, Horsforth and Headingly, *Sir Lamiel* ran into Leeds only 10 minutes down.

'City of Truro' on the line

CHURCHWARD 4-4-0 No.3717 *City of Truro*, captive in Swindon's GWR museum since April 1962, is expected to move back onto BR tracks on July 12 or soon after, in preparation for next year's 'GWR 150' celebrations.

The outside-framed *City of Truro*, claimed to have been the first British steam locomotive to attain 100mph, will undergo a BR mechanical examination before being diesel-hauled to the Severn Valley Railway, where the boiler is to be overhauled and retubed, and the locomotive prepared for main line running.

Contractural arrangements will allow the engine to be run-in and used in SVR service initially, with the prospect of some prestige main line and piloting work in the run-up to the 1985 anniversary.

Said to have topped 100mph while working the Plymouth – Paddington 'Ocean Mail' in 1904, *City of Truro* was last commissioned in 1957, running special excursions and BR service trains on the now-closed Didcot – Newbury – Southampton line until 1961.

Almost at a crawl after the taxing 1 in 45 and 1 in 50 grades between Glenfinnan Viaduct and Glenfinnan station, the restored North British 0-6-0 No.673 'Maude' (formerly J36 No.65243), grapples with its four-coach train on the foreshortened run to Arisaig on Monday May 28. The superb splendour of the West Highland extension amply demonstrates why many of BR's scheduled runs with steam in July were sold out two months in advance. Tim Grimshaw.

Now Llangollen gets a DMU

THE Llangollen Railway has joined the growing ranks of private railway operators now introducing ex-BR diesel multiple units to passenger services.

The purchase of former Bedford – St. Pancras Motor Brake Second M51618, and Craven trailer car by Society member Nigel Dickinson, gives Llangollen a quite unusual, unmatched two-car set, which was pressed into service on schools trains within a few days of the Craven unit being delivered in mid May.

Expansion of the Llangollen service across the River Dee and into Berwyn (a distance of 1½ miles) planned to take effect next year, would create a slot for a midweek DMU service, explains LRS Chairman Bill Shakespeare, but there is no intention to compromise the present level of steam operation.

In April, the Railway received its long-awaited Light Railway Order, conferring statutory powers to operate over an eight-mile section between Llangollen and Carrog; train operation on the existing ¾-mile section to Pentre Felin had previously been on the basis of special permission given by the Railway Inspectorate.

The extension of services beyond Pentre Felin is hampered by the need for essential repairs to the railway bridge spanning the River Dee. These include the strengthening of piers, replacement of decking, the injection of resin to reinforce stonework, replacement of heavy timbers and repair of handrails – all at a total cost of around £30,000. The Railway hopes to obtain a council grant.

Garraway joins Strathspey

ALAN Garraway, formerly general manager of the Festiniog Railway, has been appointed as a director of the Strathspey Railway Company. At the same time, Eric Cooper, past Chairman of the Company and one of the leading activists in establishing the Railway has resigned from the Board.

GWS mission

MEMBERS of the Great Western Society have recovered some 140 platform edging slabs from the closed stations at Cheddar and Winscombe, for relaying in the broad gauge/standard gauge 'transfer shed' at Didcot.

5305 to be named

STANIER Class 5 No.5305, the only un-named locomotive in the 'Scarborough Spa Express' pool, is to be named in honour of Albert Draper, the Hull scrap dealer who spared the engine for preservation.

The nameplates *Alderman Albert Edward Draper* are currently being made to the exact pattern of those carried by Class 5 No.45154 *Glasgow Yeomanry* in BR service, and will be unveiled before 5305 works its first 'SSE' train this summer.

Explained Tom Tighe, spokesman for Humberside Locomotive Preservation Group which operates 5305: "We took the decision partly as a mark of respect to Albert Draper snr, who died in 1977, and partly because we recognise that a named engine is a more marketable proposition."

No.5305, which ran-in a new return crank bush on June 2, will however revert back to un-named status when working 'enthusiasts' trains.

NEWS

SVR volunteers buy 46443

IVATT Class 2 2-6-0 No.46443, the engine given by the Severn Valley Railway in part-exchange for LMS 'Jubilee' No.5690 *Leander*, is stopping at Bridgnorth.

At the end of May, an offer by a group of SVR volunteer enginemen, said to be in the region of £30,000, was accepted by Bill Ford, the Leicestershire businessman who sold *Leander* to the Railway last year.

The bid by SVR staff to keep on the line an engine which was in constant use from 1970 to 1979, and which until this year was the highest mileage engine in the motive power fleet, came in the face of serious competition from the Midland Railway Centre, Butterley, and the Lakeside & Haverthwaite Railway.

A deposit was paid at the end of May, with the aid of a loan from Severn Valley Railway Association funds, and further payments are to be phased, following the launch of a '46443 appeal' by the working members.

It was originally expected that 46443 would go to the Great Central Railway, of which Mr. Ford was company chairman, but following his resignation from that post earlier this year, No.46443 was put up for sale.

Restoration of 46443 to full working order by the SVR was originally part of the *Leander* purchase agreement, and the overhaul of the engine, now taking place at Bridgnorth workshops, should enable it to return to service in the later part of this year. The locomotive is expected to be outshopped in early BR black livery, with grey and red lining.

Disabled coach into service

A FORMER LNER parcels van, converted into a 'Sunshine' coach for disabled passengers, went into commission at the Llangollen Railway on May 19.

Conversion of the van to cater for wheelchair-bound passengers was made possible through a grant of £2,500 awarded by the Variety Club of Great Britain, and among celebrities at Llangollen for the inauguration were actor Bill Waddington (Percy Sugden in 'Coronation Street') and the Duke and Duchess of Westminster. The Duke is President of the Llangollen Railway Society.

Kitson 0-6-0ST *Burtonwood Brewer* (No.5459 of 1932) worked the initial train, conveying an invited party of handicapped children.

Buxton opens to passengers

PEAK Rail's attempt to reinstate the 20-mile Buxton – Matlock rail link came a step nearer credibility in April, with the inauguration of the first steam-hauled passenger service from the Society's Buxton (Midland) station.

With three working steam locomotives but just 150 yards of track, the operation of Buxton as a railway centre is initially at a quite modest level, but represents a considerable achievement in the four years the Peak Railway Society has had tenancy of the site.

Railway Inspectorate approval of track layout, fencing and safety arrangements on April 5 paved the way for a civic 'first day of passenger service' on April 21, with High Peak Borough Council Deputy Mayor Cllr. Dorothy Livesley on the footplate, and representatives from those authorities which will exercise planning controls on Peak Rail expansion – the Peak Park Planning Board, Derbyshire County Council, West Derbyshire District Council – and British Rail.

For the present, a single Mk1 coach working under push-and-pull arrangements will cover the passenger requirement and trains will be restricted to a 10mph maximum in Buxton yard. Further expansion towards Ashwood Dale is dependent upon the reinstatement of the Bridge Street rail overbridge in Buxton, for which an appeal fund has been started.

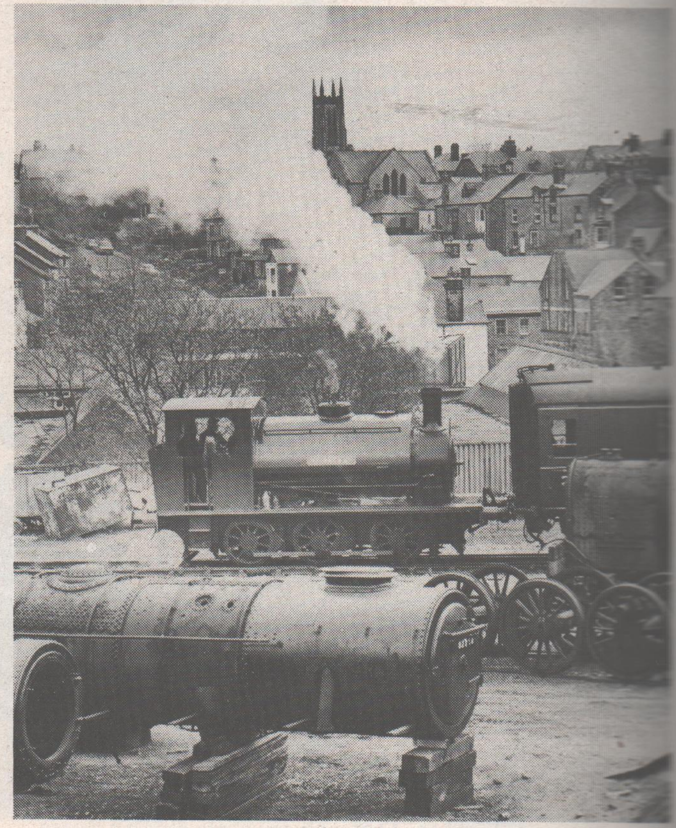
Acquisition of the former Severn Valley Railway Hunslet 'Austerity' *Shropshire* by PRS member Roy Syrett has assured Peak Rail of the latitude to advertise steam rides on Saturday and Sunday afternoons this summer.

Commented Peak Rail Chairman Martin Leak: "The opening of the site for steam rides is a milestone in Peak Rail's history, and a tribute to the volunteers who have turned the site into a steam centre".

Other recent acquisitions by Peak Rail members include an ex-Manchester Ship Canal Railway Hudswell-Clarke 0-6-0 diesel shunter, the former Vulcan Foundry 0-4-0ST works shunter *Vulcan*, and from Barry scrapyard, Riddles 9F 2-10-0 No.92219, purchased by the 9F Loco Group, owners of 9F 92214 which is currently under major overhaul at Buxton.

In late May, Peak Rail, was anticipating that outline planning approval for re-instating the Matlock – Rowsley section of line, would be granted by Derbyshire County Council.

Below: The picture that says Buxton is in business: Hunslet 0-6-0ST 'Brookes No.1' propels its single Mk1 vehicle through the former Midland Railway yard on May 7, following Railway Inspectorate approval for passenger services to commence. The first Peak Rail steam passenger train ran on April 21, following a civic ceremony. See story this page. Les Nixon.



Hymek in use

THE Diesel & Electric Group's preserved Hymek diesel hydraulic D7017 is to work four scheduled passenger trains between Minehead and Bishops Lydeard on Saturday July 14, when the West Somerset Railway stages its annual diesel weekend.

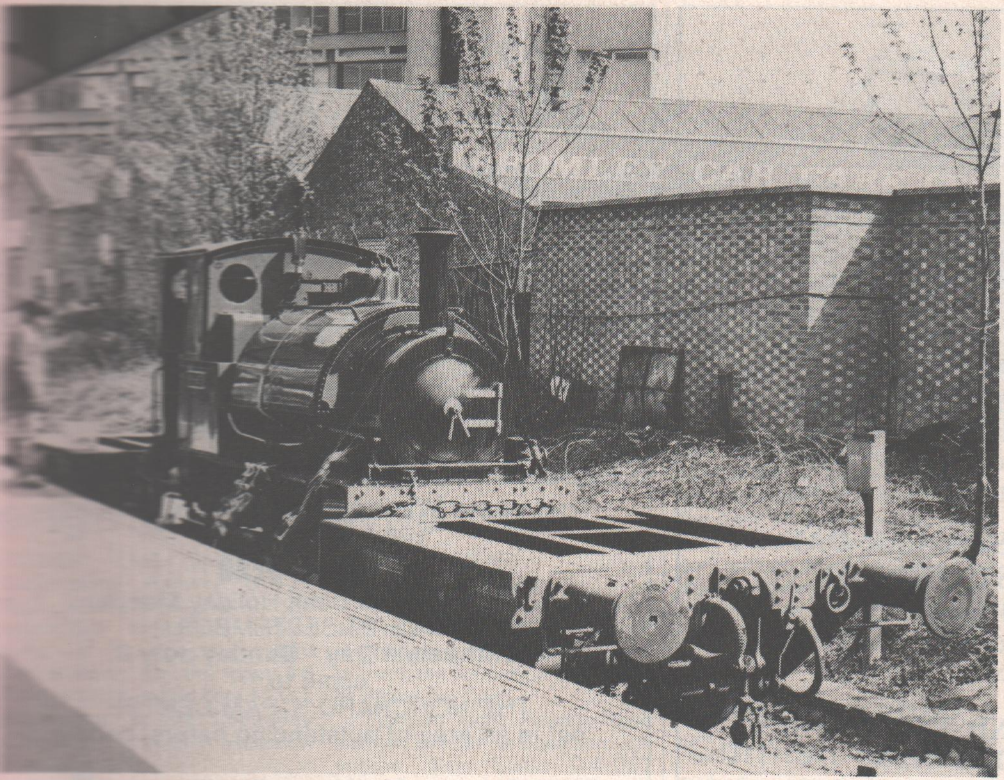
Other services will be hauled by the Group's 04 and 07 diesel shunters, and the Park Royal DMU set on the Saturday. The Hymek's place in the motive power line-up on Sunday July 15 will be taken by Class 14 'Teddy Bear' D9526. Some trains will be double-headed.

Grimsby-Louth LRO sought

GRIMSBY-Louth Railway Preservation Society, which seeks to rebuild the 14-mile ex-Great Northern line between the two towns, has made formal application for a Light Railway Order, through its operating wing, the Great Northern and East Lincolnshire Railway Co.

If granted, the LRO will confer the statutory right to operate on the section between Keddington Road, Louth and Garden Street Junction, Grimsby. The Company has so far paid a securing deposit on the trackbed to BR, and laid a small amount of track at Grimsby, adjacent to Hainton Street signalbox.

A steel-framed building suitable for use as an engine shed has been donated to the Society by a local businessman, and is expected to be moved to the Louth end of the line in September. Society membership currently stands at 730.



The Welsh Narrow Gauge comes to the suburbs of Greater London. Securely strapped to a Weltrol, 'Sir Haydn', the 106-year-old veteran Hughes 0-4-2ST of the Talyllyn Railway sits somewhat incongruously beside the platform at Bromley North station on April 29 1984, during the visit there of the 'Mid Wales Express' travelling exhibition train, which toured the south of England and the Midlands during the second half of April. Promoted by the Development Board for Rural Wales, the exhibition ended in Brighton on May 1. Brian Morrison.

Nene Valley Bulleid to keep 'defective' tyres

THE Battle of Britain Locomotive Society, the group responsible for restoring Bulleid 'Pacific' No.34081 *92 Squadron* at the Nene Valley Railway, is to progress with rebuilding, in spite of defects discovered in the 'Boxpok' driving wheel tyres.

No.34081's three driving axles were sent to BREL Swindon in March 1982 for new tyres, ordered from the British Steel Corporation, to be shrunk on, but when they were returned to Wansford, small flaws were discovered in the newly-machined outer faces of two tyres.

Further machining at Swindon failed to eliminate the defects, but following investigation, British Steel has refused to replace the tyres, 'unless they fail in traffic'. The flaws, say British Steel, are a result of 'the normal manufacturing process' and would disappear completely with further machining. BSC has however offered to supply the Society with fault-detecting equipment, to enable regular checks to be made to the tyres once the Bulleid is returned to traffic.

Commented Society spokesman Richard Perkins: "We have been given Hobson's choice. A great deal of money has already been committed to this project, and the last thing we want is for the tyres to fail in service, or fail to meet the stringent tests which BR demands for main line running.

"BR's view is that with continuous monitoring, the tyres should be adequate, and on this basis, we have accepted the BSC offer. If we asked for new tyres, we would still incur further fitting costs, and further legal proceedings would be expensive and risky".

The 'Boxpok' wheels will be reunited with the mainframes once cleaning, painting and the fitting of new sprockets has been completed.

Readers buy three rods for the 'Duke'

'STEAM Railway's' appeal to readers to help put BR Class 8 Pacific 'Duke of Gloucester' back in steam and running this year, had raised £3,700 by the end of May.

With this money, the 71000 Duke of Gloucester Steam Locomotive Trust, which is restoring the unique three-cylinder Caprotti valve-geared engine, can now pay for three of the four motion rods which the 'Duke' needs, in order to be able to turn a wheel in anger again.

Trust secretary Peter King, who is administering the appeal, commented: "The response by readers so far has been excellent. If we could raise another £1,700 through the appeal, that will buy the last remaining coupling rod that we need, and there is still a good chance that we could have the 'Duke' moving under its own power at Loughborough by November.

"The rods we have bought are 'blanks' which require machining, and this is an expensive process, so we are still asking for a financial push – but there is no doubt now that we are on the home straight."

Readers contributing £2 or more to the 'Duke' appeal will receive a commemorative certificate, signed by 'Steam Railway's' editor. If you would like to help put No.71000 back in steam, please send your cheque or postal order to
Duke of Gloucester Appeal,
Steam Railway,
Bushfield House,
Orton Centre,
Peterborough PE2 0UW.
Every penny donated will go to the 'Duke' – there are no 'administrative overheads'.

Every little helps . . .

EFFORTS by the Lynton & Barnstaple Railway Association to re-establish part of the line on the abandoned formation, are being helped by volunteer member Bill Thrush . . . in the most unusual way.

He has been collecting stone, and breaking it up by hammer in the back garden of his home at Williton, Somerset, to a size suitable for use as ballast. At the last count, he had hammered his way through some eight tons of stone, filling some 100 sacks in the process, the only problem being that Mrs. Thrush was having problems getting to the clothes line.

Now Bill is looking for someone to sponsor his ballast-cracking activities, at so much per ton . . .

Royal opening for new line

A NEWLY completed 2ft gauge railway was due to be opened near Arundel, West Sussex on June 5, by HRH Prince Michael of Kent, Patron of the Transport Trust.

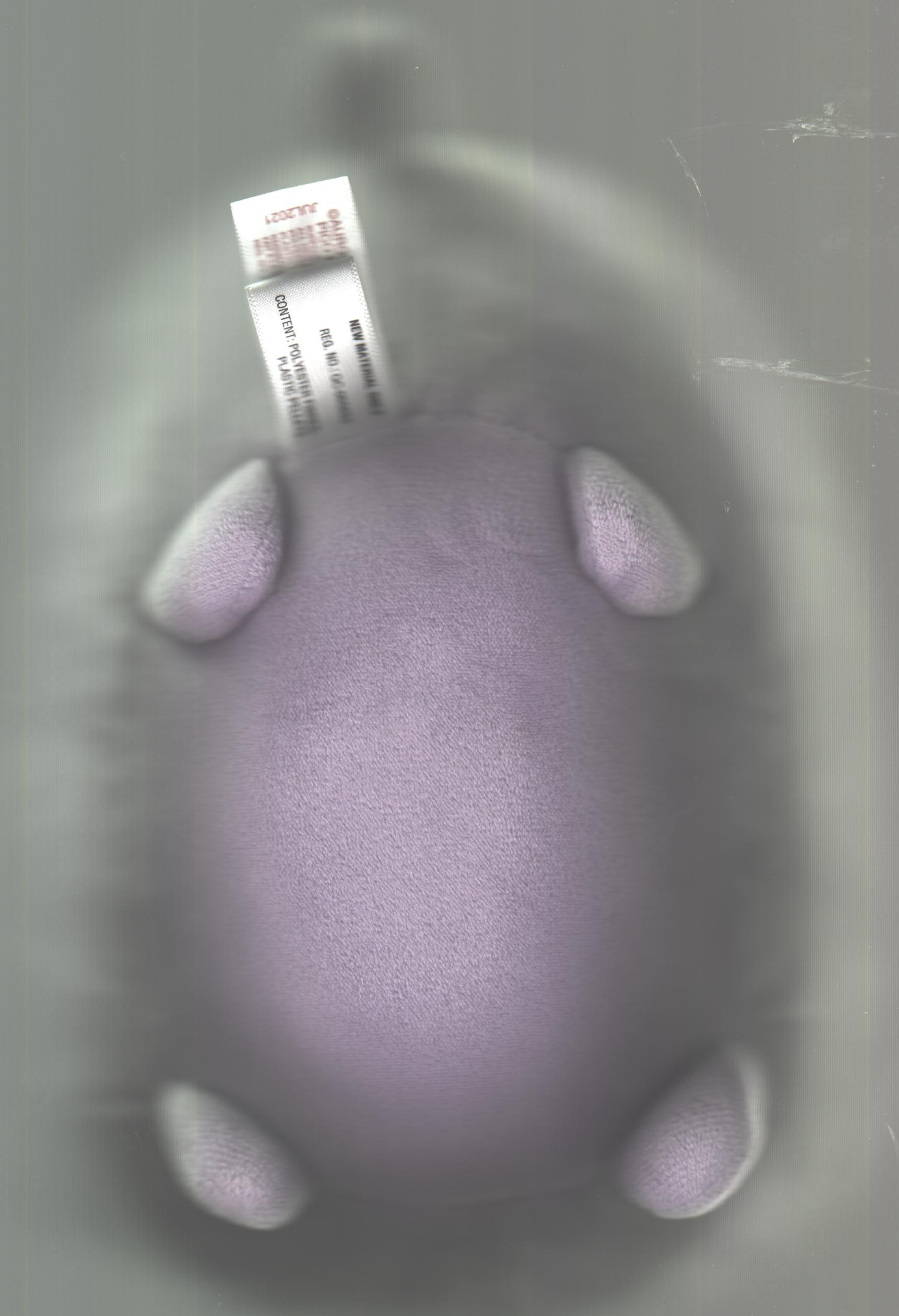
The half-mile line, at the Amberley Chalk Pits Museum, has been completed during the past 18 months by museum volunteers and staff employed through the government-funded Manpower Services Commission scheme.

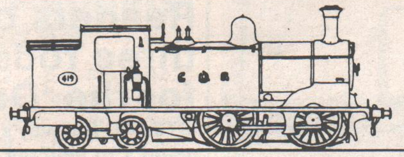
Standard bearer of the Museum's collection of 30 locomotives and nearly 50 items of rolling stock, the former Groudle Glen (Isle of Man) Railway Bagnall 2-4-0 *Polar Bear*, was to be employed on the first train, and among guests expected at the opening was former Groudle Glen driver Leece Kneale, who drove the last train on the Manx line before it closed in September 1962.

Amberley Chalk Pits Museum concentrates its interest upon the industrial railway heritage of southern England, the collection of artefacts representing railways of 13 different gauges, from 1ft 6in, to 5ft 3in. A special 'workman's train' will operate on the new line for the benefit of visitors.

Anniversary train

THE Severn Valley Railway marked the 10th anniversary of through running from Bridgnorth to Bewdley on Sunday May 20, with a commemorative train from Bridgnorth hauled by Ivatt 'Flying Pig' No.43106, and driven by Tony Bending, who drove the first train to Bewdley in 1974.


JUL2021
NEW MATERIAL
REG. NO.:
CONTENT: POLYESTER



BO'NESS & KINNEIL RAILWAY

COME TO THE STEAM GALA DAY AT BO'NESS STATION, WEST LOTHIAN on SATURDAY 30 JUNE 1984

Steam trains, steam traction engines, miniature steam, ship models, buses and other vintage vehicles - bring yours to the rally.

VISIT THE CLASSIC CAR DAY AT BO'NESS STATION ON SUNDAY 1 JULY 1984

Classic car and classic motor bike owners welcome.
Steam train service on both days.

CENTRAL SCOTLAND'S TRANSPORT EVENT OF THE YEAR

Admission Adults £1.00, Juniors & OAPs 50p

For further information send SAE to:

The Publicity Officer, SRPS, Wallace St. Depot, Falkirk FK2 7DR

EAST SOMERSET RAILWAY
Cranmore, Shepton Mallet, Somerset. Tel: Cranmore 417

VINTAGE VEHICLE RALLY

July 28th and 29th
with engines in steam on both days.

★ Vintage Cars ★ Vintage Motorcycles ★ Vintage Lorries ★ Vintage Buses

plus all the usual E.S.R. amenities

Steam trains running each Sunday also Wednesdays during July and August.

The Award Winning Dean Forest Railway
proudly present

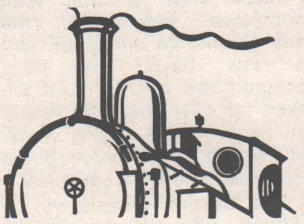
STEAM IN DEAN

All Sundays and Bank Holiday Monday
JUNE TO SEPTEMBER
Enthusiast Day - Sunday July 8
come to
THE NORCHARD STEAM CENTRE
set in an area of outstanding natural beauty

B4234 off A48 at Lydney, Glos.
Close to Severn Bridge and M4.
From the north come via M5 and M50.
'It's not far to Norchard'
Reduced rates for parties.

DINTING RAILWAY CENTRE LTD.

**Dinting, nr. Glossop, Derbyshire.
Tel: Glossop 5596**



OPEN EVERY DAY 10.30am – 5pm
★ Engine 'In Steam' every Sunday - brake van rides ★
★ Locomotives on display ★ Exhibition Hall ★
★ Refreshment Room ★ Picnic Area ★
★ Free car parking ★

'WHATS ON' – JULY

Sunday 8th July TRANSPORT PAST & PRESENT
★ Locomotives ★ Buses ★ Commercial Vehicles ★
★ Cars ★ Miniature Railway ★ Model Displays ★

Wednesday 11th July
SCHOOL HOLIDAY STEAMINGS COMMENCE
Engine 'in steam' - Brake Van Rides
EVERY WEDNESDAY until 22nd AUGUST!!
Reduced admission charge for children!

Saturday 21st July
ENTHUSIASTS PHOTOGRAPHY NIGHT
Commences 22.00hrs.

Sunday 22nd July ENTHUSIASTS DAY
★ LNER A2 Pacific No.532 BLUE PETER & three tank engines 'In Steam'
★ Lifting/Shunting demonstrations by Steam Crane & RS8 0-4-0 diesel shunter.
PLUS 3½/5" gauge MINIATURE RAILWAY - Rides.

*All events subject to alteration and availability of locomotives
For further information on these events &/or FREE information Whats On leaflets send SAE to:*

DRC Publicity Dept., c/o 58 Wyverne Road, Manchester, M21 1ZN.

SCARBOROUGH SURVEYOR

5 August 1984

A charter train to York, Malton or Scarborough.

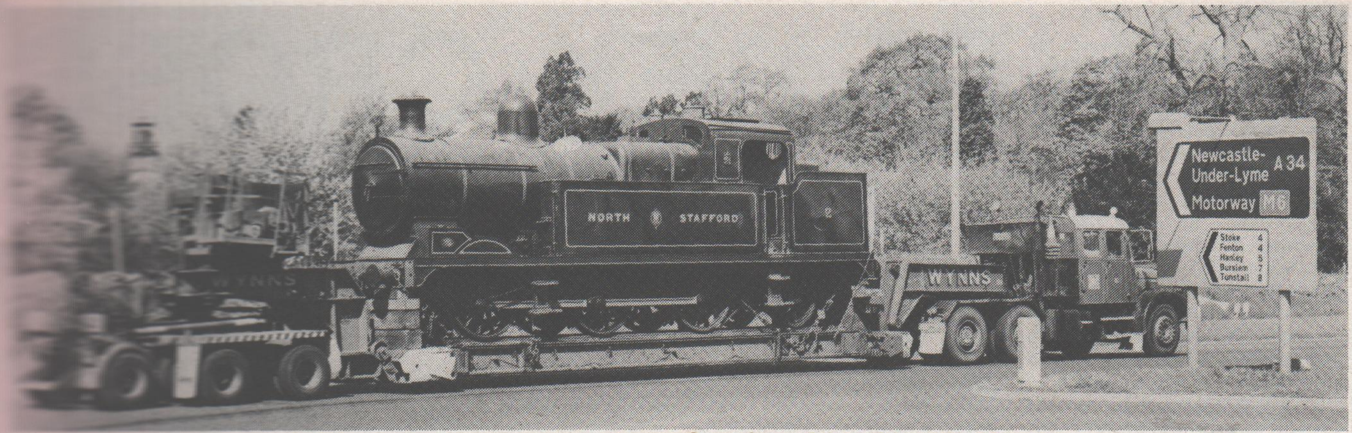
Coach connection to **NYM**

Through booking to **Main Line Steam Special** (Scarborough - York)

Selby Diversion Requested

Picking up: Westbury, Trowbridge, Bradford, Bath, Bristol, Cheltenham and Birmingham.

Wessex Railtours
11 Gilda Close, Bristol BS14 9JX



Last of the Shugborough engines is moved out

FORMER LMS and North Staffordshire Railway 0-6-2T No.2, principle engine in the locomotive collection locked away in Shugborough Hall, Staffordshire, for the past 16 years, was moved on May 14 to a new home at the Chatterley Whitfield Mining Museum, Tunstall, Staffs.

It was the last of four steam locomotives to be moved from Shugborough, following mounting criticism of Staffordshire County Museum's inability to put the engines on public exhibition.

Put on display at the Mining Museum during the Spring Bank Holiday weekend, No.2 is in excellent external condition, but cannot be returned to steam because the Museum possesses only a few yards of track.

Built by Kerr Stuart to the John Adams' 'L' Class design in 1923, it worked in NSR service until 1937, when it was sold for colliery use, finishing its days at NCB Walkden Colliery, Manchester in 1968.

In 1960, No.2 was restored and repainted at Crewe Works, in connection with celebrations to mark the formation of the city of Stoke-on-Trent.

Foxfield Light Railway took delivery of another Shugborough engine, Kerr Stuart 0-4-0ST *Moss Bay* (Works No.4167, built 1920) on April 28, on 20-year loan.

Now on display at the Railway's Blythe Bridge (Caverswall Road) museum, *Moss Bay* is the subject of an appeal, to allow restoration to start in 2-3 years' time.

Of the other former Shugborough engines, the 1898 Robert Heath 0-4-0 saddletank No.6 is already at Chatterley Whitfield awaiting restoration, while ex-LNWR 0-4-0ST No.1423, used in filming at the Severn Valley Railway last year, has gone to the National Railway Museum, York.

Out of captivity: the ex-North Staffordshire Railway 0-6-2T, kept hidden from public view for the past 16 years, heads north past Trentham Gardens, Stoke-on-Trent on May 14, bound for the Chatterley Whitfield Mining Museum at Tunstall, Staffs. See story, this page. Geoff Dingle.

Vandals hit at Bowes Railway

ROPE haulage demonstrations on the Bowes Railway – one of the principal aspects of the line's operation – may be discontinued in future, as a result of a series of attacks on the line by vandals.

Following the Railway's May 7 open day, vandals stole the rope haulage rollers situated between Blackhams Hill and Mount Crossing, and, says the Railway, replacements are difficult to come by.

The line's headquarters at Springwell, Gateshead, has also been a target, with fence panels being removed from the site compound, and a number of buildings broken into.

Recalling the 'Cornish Riviera'

THE Great Western Society's summer gala weekend at Didcot Railway Centre on June 23/24 is to include a special exhibition to mark the 80th anniversary of the 'Cornish Riviera Limited', which first ran from Paddington on July 1 1904.

BR honours the Talyllyn

BRITISH Rail has named one of its Class 86 electric locomotives *Talyllyn*, in recognition of the Talyllyn Railway's place of honour as the pioneers of railway preservation in Britain.

Under Secretary of State for Transport David Mitchell – himself an undeclared member of the North Yorkshire Moors Railway – unveiled the Talyllyn plates attached to locomotive 86.258 at Euston on April 30, the event being timed to coincide with the visit to Euston of the 'Mid-Wales Express' travelling exhibition train, which featured Talyllyn Railway Hughes 0-4-2ST *Sir Haydn* as principal exhibit.

The 2ft 3in gauge Talyllyn Railway, built in 1865 to carry slate but which has carried passengers since 1867 without break, was saved from closure in 1951 by the Talyllyn Railway Preservation Society, and today operates steam services over the 7¼-mile line between Tywyn and Nant Gwernol.

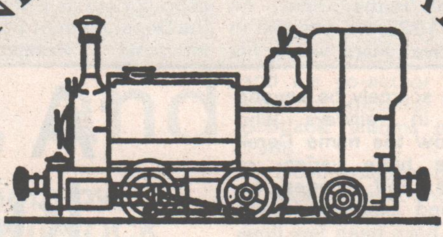
The TR's own locomotive *Talyllyn* – a Fletcher Jennings 0-4-2 saddletank, will be 120 years old next year. Its Class 86 namesake is an adolescent of just 18 years.

Rates let-off

ASHFORD (Kent) Borough Council has told the Kent & East Sussex Railway that it will waive the Railway's rates bill on Tenterden, Rolvenden and Wittersham Road stations, as a goodwill gesture to Tenterden Railway Company, which operates as a registered charity.

The news follows hard on the heels of a similar bid for a rates waiver by the neighbouring Bluebell Railway, which failed. The K&ESR will still have to pay rates due to Rother District Council, for the as-yet unused and unoccupied stations at Northiam and Bodiam.

PIONEERS of PRESERVATION



Although there are two TALYLLYNs
at work in Britain,
there is still only one Talyllyn Railway.
We have been running it since 1951
and always welcome new hands at
the pumps!
Pay us a visit and see for yourself
what you have been missing.
Write for details of
both Railway and Society to:
D.G. COTON, T.R.P.S.
WHARF STATION, TYWYN,
GWYNEDD, LL36 9EY
TALYLLYN RAILWAY PRESERVATION SOCIETY
The Original and Genuine!

DEREK CROSS DIES AT 54

DEREK Cross, railway author and perhaps the most prolific railway photographer in post-war years, died suddenly at Heathfield Hospital, Ayr, in the early hours of Thursday May 31. He was 54.

He had gone into hospital just four days earlier for a series of tests, but was not considered to have been in poor health generally. The news of his death has left the railway publishing world stunned.

He had been the author of almost 40 railway books, some 400 articles in magazines and periodicals, and was arguably the most powerful railway commentator of the present day, but it was through the sheer diversity of his photographs, first published in Trains Illustrated and Railway Magazine in the 1950s, that his name became known to railway enthusiasts. He was essentially a steam man, whose love of railways led him, camera in hand, to all corners of the country.

It is probably for his coverage of the Stanier Pacifics on Shap that he will be best remembered, although in a recent magazine article he confided that his happiest times with steam were actually those spent on branch lines, amid the peace of the countryside that he valued so much.

As an author, he was never afraid to put his own views forward, or challenge widely-held beliefs, and not the least afraid of controversy; often this was the very impetus he wanted to get his typewriter firing on all cylinders.

Born in Hythe, Kent, on October 5 1929, he was still in his formative years when his family moved to Maybole, Ayrshire, to take up farming. His first railway picture came at the age of nine, during an afternoon's fishing with his father, near Dalbeattie. He had taken his box 'Brownie' with him to photograph his 'catch', but, singularly unimpressed by staring at the river for long periods, he turned his camera instead towards the railway nearby – and found a Midland Compound a very much better catch.

That was the beginning of a life-long railway interest; he was self-motivated, and so far as photography was concerned, self-taught.

Joining the RAF in his teens, he learned to fly, and went on to win a place at London University. His outposting to a college in Wye, Kent, could scarcely have been arranged better, for it allowed him the welcome opportunity to become photographically acquainted with the Southern Railway in general, and the lines of the Kentish Weald in particular.

Graduating from University with a B.Sc., he married his wife, Elizabeth, and in 1952 moved to New Zealand, to take up an appointment as a geologist with the Department of Scientific and Industrial Research. The appointment involved the geological survey of land formations, and the study of earthquakes, hot springs and geysers – but he also spent a great deal of time photographing steam on the different gauges.

His surveying work brought him the opportunity to fly again, but while piloting a crop-spraying aeroplane, he was forced to make a crash landing. He was fortunate to escape serious injury, but suffered an ankle injury which left him with a permanent limp. Since the mid-1970s, he rarely walked without the aid of a stick.

Returning to England in 1959 with a family which now included his two sons David and Sheridan, he went back to his native Kent to photograph the main lines and many of the rural byways which then still eked out a happy, undisturbed existence. His only daughter, Francesca, was born in London that same year.

In 1960 he moved back to Maybole, Ayrshire, taking on the challenge of running his own farm, sheep and grain being the principle interests. Farming to him though was no more than a means to an end; steam was really where the heart was. Shap and Beattock beckoned, and he found them both irresistible.

He photographed the Stanier Pacifics many times over, indeed, so familiar did they become to him, that on occasions, he would not trouble to raise his camera, preferring instead to save his film for the 'Patriots', 'Scots' and 'Jubilees' which by then, he found more aesthetically rewarding.

Diesels were regarded as taboo in their early years, but recognising the transitional nature of their presence, in due course he came to accept them as part of the railway scene which should not go unrecorded.

Through his lively, ebullient nature, he developed a raporte with enginemen and fitters, shedmasters and senior managers, and enjoyed the freedom of the footplate on many occasions.

He delighted in sharing the experiences of footplate staff at Ayr and Stranraer in particular, and he had their confidence; a crack-of-dawn telephone call to the Cross household with the tip-off of some unusual train working, would be about par for the course.

His accumulated knowledge of locomotive practice was eventually to let him in for the demanding job of writing most of the introductions to the popular Ian Allan 'Locomotives Illustrated'

'A man who played kicked convention

THERE can scarcely be anyone interested in railways who doesn't know the name Derek Cross. The huge variety of locomotives and scenes he photographed suggested that there must have been few lines in the British Isles he didn't cover.

Relatively few, however, knew Derek Cross the personality, although the hallmarks were there in just about every article he wrote: occasionally aggressive, sometimes profound, often witty but always enthusiastic, he was a man of enormous character; it is difficult to believe that such a live wire is no longer with us.

Sometimes he would exude a haughty, arrogant air, but in reality he was neither; it was all a front, although he assuredly derived private satisfaction at carrying off the illusion so well.

Beneath the bluff exterior was a very genuine and warm-hearted man, who, though beseiged by requests for his photographs, took the trouble to respond to anyone who asked politely, regardless of whether the request had come from an executive publisher, or a total unknown.

It was as a total unknown that I first approached Derek Cross, early in 1979, with the slightly nervous request that he write a commentary for the then unpublished 'Steam Railway' on the merits or demerits of preservation's homespun liveries on ex-BR locomotives. I had no pedigree to offer other than my own love of steam, and 'Steam Railway' didn't even have a track record. He would be writing for an unknown quantity. How would he react, this man of reputation? Would he bite my head off?

What came back was a charming letter, in the affirmative. He would be delighted to write a piece for me, but I had best be warned – he was given to airing some controversial views. True to his word, his article, 'Paint it Black' appeared in the second issue of 'Steam Railway' published in August 1979, and in it he delivered convention a firm kick in the pants, with the suggestion that the Stanier 'Duchesses' should have stayed black, the colour that suited them best.

Whether he really meant it was doubtful, for I came to realise over a period of time that Cross (he usually referred to himself this way) relished profundity; he would play devil's advocate, putting forward an opinion which he felt ought to be expressed, regardless of whether or not he actually agreed with the sentiment. Then, once he had got the pot boiling, he would quietly withdraw, leaving others to swap the punches.

It was a tactic he used many times to encourage debate, and he was still at it until just before his untimely death, insisting in print that the Settle & Carlisle line should never have been built, and that closure should come swiftly. That stirred them alright, but I have no doubt that having spent many, many hours beside the Settle & Carlisle in steam days, and having footplated the 'Long Meg' as he did, he, perhaps more than most people, held the S&C in the highest regard and would have been saddened by any closure.

A letter from Derek Cross was always something to savour, for the wry humour that lay behind the words.

One letter in particular summarizes the Cross *modus operandi*. He wrote it on January 13 1983, but dated it December 44 1982, on the basis that he "didn't approve of New Years". He pretended he scorned Christmas, as was his usual form.

Derek Cross – the haughty look – at Ribblehead Viaduct, May 1982.

scenes, but as much as anything else, he was a raconteur, displaying a real talent for bringing to life, both verbally and in the printed word, the great character of many of the railwaymen whose paths he crossed.

His stories relating the antics of 'the Mad McCann', the demon driver of Stranraer shed, will be remembered by many as the most memorable he ever told.

Buchanan House, the Glasgow headquarters of BR Scottish Region recognised his competence as a photographer, granting him a life permit to photograph on Scottish metals, and commissioning him on numerous occasions to undertake assignments for BR.

Not being slow to seize a good opportunity, he used his influence within BR well, to discover the various arrangements for steam workings and specials, often well in advance.

Outside of his railway interests, he was fond of early classical music, but found it all the more enjoyable if listened to with a good cigar in one hand, and a fine brandy in the other.

In more recent years, his ankle injury progressively hampered his mobility; for a man who had been so active, it was frustrating, and greatly restricted his lineside photographic activities. The ankle was appropriately cursed at relevant opportunities.

He always thought the best photographs were the ones he never took, and seldom, if ever, made any claims to his own ability, although assuredly, he did take some quite masterful photographs, and through them, brought pleasure to many thousands of railway enthusiasts, through at least two generations.

A funeral service for Derek Cross was held at Mason Hill Crematorium, Ayr, on Monday June 4.

Some further tributes . . .

from celebrated railway author and historian O.S. Nock: "Railway photography is a great hobby which has attracted men in many walks of life: barristers, bishops, engineers, forestry experts, estate agents – but of all those who honoured me with pictures for my many books, there has never been a personality like Derek Cross.

"As a photographer he was second to none, but I shall always remember him for his unfailing and often boisterous good humour, and for the inimitable way he would describe some of his adventures in chasing trains, never ceasing to laugh at himself when things went wrong. I shall miss him as a great friend, and a great collaborator."

Co-author and railway photographer W.J. Verden Anderson: "Derek probably didn't have many close friends, but he had this immense capacity to make friends with anybody he met. There was nothing the least bit snobby about him – he was interested in everybody, regardless of whether they might have been an engine cleaner, or a general manager, and immediately put people at their ease. I'll miss him terribly."

devil's advocate, and in the pants'

A tribute by DAVID WILCOCK

calling it 'The Season of Jolly Junk and Merry Hypocracy' and then went on to comment on the publication of his 'Glorious Years' portfolio in 'Steam World'.

"At least it was different, and may provoke people to think," he said. "Thanks for letting me away with this, as I thrive on controversy; I detest convention, other than shooting poachers on my lands. Anyhow, thanks very much for the 'Glorious Years', or at the moment, inglorious years, as, having forgotten to pay my phone account, they have cut it off. Long may it stay that way, as the phone is the invention of the devil, or a Scot, or both; both in fact. I have no intention of getting it reconnected, as I appreciate the privacy."

Needless to say, within a week the phone had been reconnected.

Letter writing was obviously one of the things he enjoyed doing most, but the sheer volume of outgoing letters prompted him to buy a new electric typewriter, or as he called it, "this infernal typing machine".

Following a battering by rain and storm in Ayrshire one summer, he wrote me a lengthy missive, bemoaning, not without some justification, the incredible sequence of mishaps which had struck at the farm. His fields were flooded, threatening to wipe out his grain harvest, telephone wires had come down, fallen trees had blocked the road and isolated the farmhouse, the postman hadn't shown up, and, if it didn't stop raining, he would forget about sheep farming and grow rice instead.

The cue was too good to miss. I replied by return post, attaching to my letter a small cellophane bag containing three tablespoonfuls of rice. The note read: "This is to help you get the Knockdon Paddy Fields started. Sow now, and when you have made your fortune, don't forget I want 10 per cent."

Unfortunately while opening the letter, he unwittingly tore open the bag of rice, decanting the entire contents into the carriage of his electric typewriter. The "infernal typing machine" never worked properly again, despite several return journeys to the supplier. There was no doubt he saw the funny side to it all, but he revelled in the unexpected opportunity to further mock this emblem of modern technological advance.

One final insight into Derek Cross's oblique sense of humour, is told by his friend Bill Anderson the distinguished photographer and his co-author in the two superbly pictorial 'Steam in Scotland' albums produced in 1968.

It concerned the time he spent in New Zealand, and one day in particular when he watched a footplate crew he knew disappear to the bar for a liquid lunch, leaving their engine gently simmering in the goods yard.

Quietly he mounted the footplate, and with the gentlest of touches on the regulator, eased the engine over the points and away into the nearby goods shed, out of sight. Waiting for the crew to return from lunch, he bade them a hearty good-day, expressing at the same time his surprise at seeing them there.

"Why's that then", they asked.

Cross, utterly convincing as ever, came back "Well, it's not so long since I saw your engine heading away off down the line. I thought you'd have been with it . . ."

Wherever his spirit now rests, I have no doubt he's giving them hell, just as he always did.

Truly the railway fraternity has lost one of its greatest characters.

A classic case of a little thought going a long way: the location is inescapably the much-photographed Carnforth coaling stage but the low camera angle and a patient wait for the exhaust to fall 'just right' has produced impact where none was immediately obvious. LMS 7F No.13809 was photographed at Steamtown on April 21 1984. Brian Dobbs.

COMPETITION RULES

SIX CAMERAS MUST BE WON!

THE Canon STEAM RAILWAY

IMAGES OF STEAM '84
Photographic Contest

1. The Canon Cameras/Steam Railway 'IMAGES OF STEAM, 1984' photographic competition is open to all Steam Railway readers who are amateur photographers. Amateur means people who do not make the greater part of their living from the business of photography.
2. Entries in the competition can be made in either of two categories: black & white prints, and colour transparencies. Each entry must consist of three photographs taken during 1984 on railways or at steam centres in the United Kingdom.
3. Steam Railway and Canon UK reserve the right to publish winning entries in any form they wish; copyright remains with the photographer, however.
4. While every care will be taken with entrants' work, no responsibility can be accepted for material lost or damaged in transit.
5. Entrants will have their work returned after judging provided they send a stamped, addressed envelope with their entries.
6. Participation in the competition does not confer any authority to go into areas that are normally barred to the general public. If special permission is required, the onus lays with the photographer to obtain it.
7. The closing date will be September 12, 1984.
Information about this competition will be repeated in the August issue of Steam Railway.
Entries should be sent to:
Canon Photo Contest,
Steam Railway,
Bushfield House,
Orton Centre,
Peterborough PE2 0UW.

Steam is breaking new ground this year. Is your photography doing the same?

WITH steam breaking new ground on the West Highland line this year, and many private railways outshopping 'new' or 'changed livery' locomotives, 1984 seems to be offering much fresh photographic opportunity for steam buffs.

The challenge is there to railway photographers to produce something really thoughtful and different – but if incentives are needed, then Canon, manufacturers of the most sophisticated 35mm cameras, and Steam Railway, are providing them.

The Canon/Steam Railway 'Images of Steam' photographic competition is putting up no fewer than SIX Canon cameras, worth more than £1,200, as principal prizes, to be awarded to those contestants who can best capture the image of steam in 1984, through thoughtful and artistic interpretation. We're looking for something different from the norm, and want to encourage a more imaginative approach to railway photography.

If you think you have the capability to produce an original theme for a photograph, or progress an existing one, we want to see it – but the clock is ticking by, and the time left before close of entries becoming shorter.

Full details of the contest will appear again in our August issue – but then it is up to you. The two categories, for black & white prints and colour transparencies, each carry identical first, second and third prizes, so whichever format you favour there's an equal chance of a superb prize.

The winner in each category will receive a Canon T70 35mm camera – the most advanced, computerised camera in the Canon range, which 'thinks for itself' with unfailing accuracy. Its special significance is in the 'Command Back 70' module – an accessory which copes with all kinds of unmanned photography and data recording, and is interchangeable with the standard T70 camera back.

This is the 'nerve centre' for several impressive quartz-controlled data imprint and timer functions. For example, the photographer is able to programme instructions for self-timed shutter-release, from anything between one second and 23hrs 59mins 59secs.

With the 'Command Back 70', interval shooting over the same frame becomes possible, for the camera can be set up to take pictures at fixed intervals, either until the film runs out, or for a certain number of frames only.

Long exposures of several hours' duration can be set up with the time exposure control, and a built-in calendar copes with different month lengths (and leap years) until the year 2029 (when this writer, for one, will have long ceased worrying about it all!)

Launched earlier this year, the Canon T70 opens up new possibilities in the realm of computerised photography. Three daylight exposure modes have been programmed, the camera itself selecting the best aperture/shutter speed combination, taking account of lighting conditions and the lens in use at the time (whether wide-angle, standard or telephoto). A simple switch selects either centre-weighted, average or selective area metering. Naturally, the T70 is programmed also to deal with flash photography.

For really fast action, there is shutter priority AE – but if, like some railway photographers, you're still not convinced that all these electronics can do a better job than your own brain, manual override can be selected at any time.

The Canon T70 will certainly *look* different to the accomplished railway photographer. The bulky shutter dial has disappeared and shutter-speed selection is now a push-button affair. Neither is there a wind-on lever, for a built-in motor handles film advance and rewind. The T70's large LCD data panel displays all essential information.

Each first prize package includes Canon's Speedlite 277T programmed flash, which measures the photographic subject's own reflectivity and ambient lighting and offers eight automatic apetures. Select the 'Programme' mode, and the aperture will be chosen automatically, then, when you press the shutter button gently, the unit fires a low-intensity, infra-red pre-flash to measure distance. The aperture the flash unit itself chooses is indicated both in the finder and on the 277T's back panel.

Our two T70 prizes will come complete with camera-cases, and will be worth a stunning £400 each with all accessories included. There's no anti-climax with our second and third prizes either!

Second prize in each category will be the proven Canon T50 reflex camera, featuring auto loading, easy framing, auto exposure and auto winding. This superb instrument brings outstanding 35mm photographic results whether in the hands of an expert or a complete beginner.

For those who have always felt that the manual adjustments of normal 35mm cameras are just too much to take in, and have therefore probably 'made do' with a small automatic producing tiny negative sizes, the T50 is a realistic advance. The shutter release is the only control, and all circuits are powered by two AA-size alkaline batteries which should last for up to 50 rolls of 36 exposure film.

The Canon T50 has a moulded handgrip to lessen camera-shake; a mode selector to set up the camera for self-timer pictures, and an accessory shoe with three contacts for fully-automatic flash photography using a Canon Speedlite 244T. When you press the Canon T50's shutter-release gently, a viewfinder display comes to life. When you press fully, the picture is taken and the film automatically wound on.

The two third prizes, Canon's Sureshot cameras, are foolproof and sophisticated instruments which will give years of reliable photography. They feature automatic film-threading, film advance, focusing, flash control, exposure control, power rewind, self-timer, and viewfinders which show auto-focus spot, zone-focusing symbols, camera shake and battery test warnings and parallax marks.

Rarely has such an impressive array of prizes been offered in the railway press. Interested? Then please read the rules carefully, and send in your entry without delay.

Was there a 'jinx' on the locomotives turned out by Motherwell depot, or was the strange sequence of mishaps just coincidence?

DAYS OF THE FOOTPLATE

NED AND THE 'HOODOO' OF THE MOTHERWELL ENGINES

Recounted by GEORGE HOLYHEAD

Former St. Rollox Fireman

WHEN my turn came for the move up to No.1 Goods Link, I was put on with Ned. The description 'Goods Link' was itself a misnomer; in reality it was a dual passenger/freight affair which covered 12 jobs, and included – to the extreme annoyance of the Passenger Link men – the top mileage turn in the shed, as well as the evening three-hour Glasgow (Buchanan Street) to Aberdeen, which we worked as far as Perth.

The Aberdeen had not long been allocated to the depot, and was rostered for an A3 or A4 Pacific, more usually the latter. The 59-minute booking to pass Gleneagles, inclusive of a three minute stop at Stirling in which we took water, was a much discussed topic among the firemen, for the timing was not an easy one. Inevitably, the 'Big Green Yins', as the 'Pacifics' were known, became the subject of differing opinions by those men who worked them.

Ned proved to be a tall, quiet, not unfriendly man, and we settled into a happy working relationship. His engine handling was faultless, which gave me much food for thought, for I was at the time going through a phase where I thought a short cut-off and full regulator was the answer to everything, and Ned made it all look so foolish. He had, furthermore, an uncanny prediction for impending footplate 'disasters', as I can verify.

There came the usual chaotic summer Saturday, and we were booked to work an Inverness special as far as Perth, then the 8.15pm back home to Glasgow. Summer jobs carried with them the elements of chance, in that you could find yourself with a completely alien engine of a class you had either never handled, or had little knowledge of. We came to know the temperaments and the weaknesses of engines from our own shed, and learned to work with them accordingly; with a 'foreign' engine, the challenge factor was greatly increased.

I was surprised therefore, on checking the motive power board, to see an 'old friend' marked up – BR Standard Class 5 4-6-0 No.73056 – a loco I remembered as being one of a batch of ten allocated to Polmadie in the 1950s, which arrived during the time I spent firing there. They had on the whole been well liked.

Ned was oiling round 73056 when I climbed up to the cab with the kit. It was at once apparent that he was anything but happy. The appearance of this particular 'foreign' engine had made him suspicious, and Ned had sought out the foreman in his den, to record his displeasure. It appeared that No.73056 had arrived light engine from Motherwell shortly before we had booked on.

"We've been sold a pup, mate, and that's for sure", insisted Ned.

"Oh come on", I argued, diplomacy never being one of my stronger points; "she's filthy and could do with a good clean – but she's a Polmadie engine. I remember her coming to us new."

Ned, oil can in hand, had the final say, brooking little further argument. "Well she's not new now and she's been working at Motherwell. I've never yet had an engine from, or belonging to that place that was any bloody good, and I told the foreman that too."

Two-and-a-half hours later we were cantering down Strathearn, nearing the end of an uneventful run. Across country to the west, the big peaks of Ben Vorlich and Stuc A Chroin pushed into a blue sky. Coming toward Forteviot, Ned gave 73056 a last bit of regulator, which I knew by habit he would shut off shortly, letting her coast the remaining miles into Perth. The fire was on the bars – there would be no need to clean it at the sheds – just fill the tank, a quick run-on of coal and then it would be feet up to enjoy a late lunch.

Ned shut off. There was an immediate and continuous banging from the driving side which rattled the cab violently and shook the spanners up and down in the tool kit bucket. Even as I thought 'big end away', the clamour lessened slightly and I saw that Ned had almost at once cracked the regulator open again, to ease the stress on those bearings that were threatening to disintegrate. We ran through Moncrieffe Tunnel at much reduced speed and into a busy Perth station. As he shut off again at the platform end, the noise was alarming. I deliberately avoided the startled looks of entraining passengers. What they thought I will never know, for as Ned brought her to a stand, I was down from the engine, in between and had her uncoupled in a hurry. It was a straightforward move; over the top ground signal and reverse, then tender-first to the sheds.

The foreman there knew Ned well, and respected him as a good hand. Ned poured out his tale, ending with some vehemence directed at the Motherwell end of things, and then the supervisor walked with him to the shed mouth. "There . . ." he said, pointing toward an abandoned Black 5, ". . . that's two today. You go for months on end and never so much as smell a 'heater', and of all the times when we're short of engines, I get two in an afternoon. You know, we never even had that during the war."

Homeward bound, Ned was his usual self. As the old Black 5 which replaced 73056 banged and thumped its way up to Gleneagles and I roundly cursed the perpetrator of exhaust injectors, he smoked his favourite Woodbine, smiled at my abuse of the dreadful injector and amidst the clangs and wallops, I thought I could sometimes hear mutters of what sounded like "Motherwell engines; never any bloody good."

Back at our home depot, a report of the incident had to be made out (Ned detested writing), and it was, as normal, discussed throughout the bothy. At no time was there any suggestion (even from the more evil minded) that he had not oiled 73056 prior to setting out, but even he, with his years of knowledge of steam

Above: Riddles Class 5 4-6-0 No.73056, the subject of some notoriety in George Holyhead's article, takes Beattock Summit with ease on April 24 1961, as it canters north with a lightly-loaded Carlisle – Glasgow passenger, comprising two early BR Mk. 1 vehicles and sandwiched between, a Gresley corridor coach. Derek Cross.

Left: The errant No.73056, bearing a 66A Polmadie shedcode, rounds the curve at Swing Bridge Junction, Falkirk, on May 24 1962, with an empty stock train returning from Grangemouth Docks to Glasgow. Intuition had told George Holyhead's driver that something was amiss with the engine; sure enough, before the end of their run, a big end bearing had failed. Stuart Sellar.

NED AND THE MOTHERWELL 'HOODOO'

locomotives and their ailments, was greatly surprised at how suddenly the big end had gone. He concluded: "She's had a dry run, mate, and we fell heir to it." Or as he'd put it earlier: "We've been sold a pup."

The 9.23pm Carlisle was a snorter of a job. Starting from Buchanan Street Goods, usually lightly loaded, it wound its tortuous way to Ayr, where the fun ended. When you left the seaside town some time after midnight, it was very often with a full load on your tail. The severity of the bank demanded an immediate start from Falkland Junction, and there were only a couple of brief level outs before you reached the old Glasgow & South Western main line at Mauchline. From there you ran south, coming into the Nith Valley and following that delightful water into Dumfries.

The climb up to Racks out of Dumfries presented no problem normally, for it was approached after many miles of downhill running with steam pressure high and the boiler level well up. On a bad trip however, you would almost certainly have been working hand to mouth to just north of New Cumnock, and you would have been most grateful to see the old "Trees of Liberty' so much revered in Sou' West folklore, loom out of the night.

There followed as usual the long downhill break, but cursed with a dirty fire, or an engine in poor condition, there were times when Racks felt like the last straw to a weary fireman.

The night's work finished at Carlisle Upperby, the final miles of the job being through a maze of very busy freight-only lines which bypassed Citadel station, thus preventing delay to the more important passenger traffic. Somewhere and somehow through this conglomeration of Rome Street and Bog Junctions, you at last arrived at destination. The tender-first return with the engine to Kingmoor and the crews' rest quarters, with the pleasure of a hot meal and bed, could and often did take a considerable length of time. With much luck, you might be asleep some time after 5am.

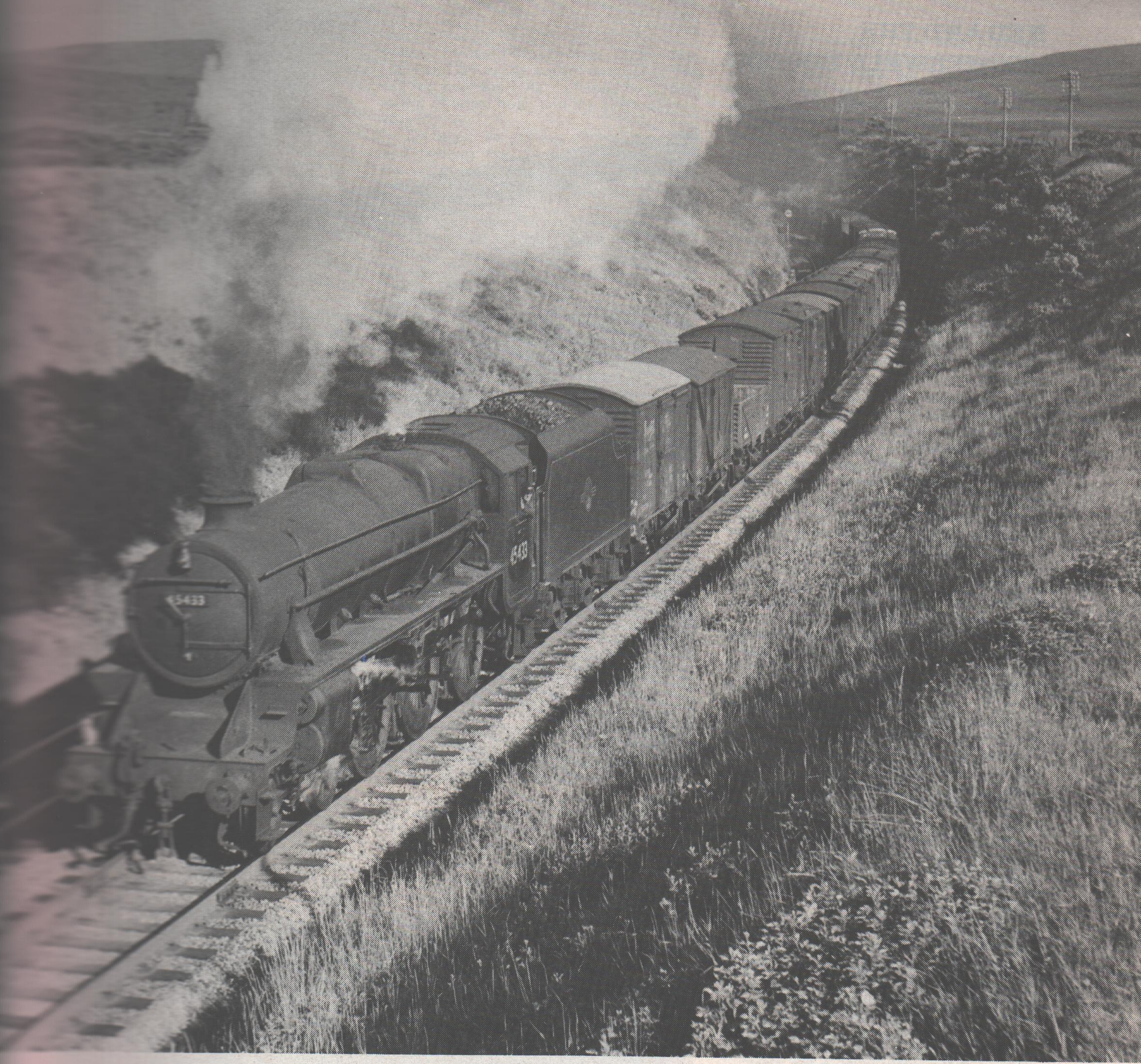
The return working was the 4.40pm Class 'C' goods from Viaduct Yard, (more usually known as the Caley Yard). The job was a Carlisle – Glasgow (Buchanan Street) fitted goods via the old Caledonian main line over Beattock. Much has been written regarding this famous bank; what is perhaps not so widely known is that to the many train crews who worked over it regularly, it was but a part of the shift; an obstacle perhaps, but one treated with the minimum of fuss.

Beattock was of course a great subject for bothy gossip, though this was essentially of times taken from the summit southward on the descent. A few of the hair-raising times spoken of improved with the telling; many were the truth, for the track was excellent and the old signalmen at the Summit, Greskine and Beattock North and South, masters of their craft.

Ned and I booked on at Kingmoor on the Friday. We had come through with a 'Britannia' 4-6-2 No.70053 *Moray Firth* – a most unusual engine at our depot – but a good one, and we hoped the engine roster board would treat us kindly for the journey back. Kingmoor was an extremely busy shed, and it was often maintained that the 'good engines' all went south. This was not the case, but the Scots crews, myself included, clung to the story, and it was always ammunition for the odd snarl at the Running Foreman. The loco diagrammed to the 4.40 goods, was a

Right: Villain of the piece – No.45433 – toils toward Beattock Summit with an express freight from Glasgow, circa 1960. A Motherwell engine for the last 8½-years of its time in BR service, it was withdrawn from traffic in March 1966 and survived only a few short weeks before being cut up in Cowlairs Works. T.G. Hepburn/Rail Archive Stephenson.

Left: Carlisle Kingmoor Class 5 No.45097 attacks the 1 in 74 northbound climb of Beattock at Greskine, with a semi-fitted freight on July 25 1964. A wisp of steam at the tail end gives away the presence of a banking engine; No.45433, the Class 5 described in George Holyhead's story attempted a run at the bank, unaided and with a collapsed firegrate. Derek Cross.



Black 5. No.45433.

Now I knew 45433 was a Motherwell engine – but one with a difference; she had appeared from St. Rollox Works only a few days previously after a lengthy and substantial overhaul; in truth it could be said that the paint on her was barely dry. She would probably have had a quiet running-in on the Stirling local goods, and our shed foreman, doubtlessly once again short of engines, had rostered her through to Carlisle on 'the sweep' – the night shift Class 'H' goods – so called because it 'swept' the Top Yard clean of traffic, then tried to do the same again at Mossend. I drew a kit of tools from the store and made for her at once, lest the foreman have a change of heart.

Ned had already drawn oil from the store; when he came round to 45433 I was spreading the fire. With his jacket and piece bag deposited in the newly-painted locker box in the tender, he climbed back down, filled the big oil 'pourie' and started to work round her with his usual thoroughness. When finished in the cab, I went round to the front end to check and if necessary tighten up the smokebox. He was standing looking up at her with an expression of surprise, and it was quite obvious that the 66B shed plate was the object of his attention.

"You didn't say she was a Motherwell engine", he said somewhat accusingly.

"You didn't ask", I retorted; "and if we don't get out of here quickly, there'll be one hell of a row when the Ravenscraig job boys book on and see us with one of their engines, and her just outshopped."

We set off on the journey home; Ned was even more quiet than usual. On the climb up to Kirkpatrick from Gretna, I crossed over to his side to look back over the Solway. From the haze far beyond the Cumberland coastline could be seen Skiddaw on the fringe of the Lakes. It was delightful.

We had left Carlisle with 25 on – well under our usual load – and above the odd round of firing came the crisp clean beat of a locomotive fore end in first class mechanical order. No thumps and bangs here, cab as steady as a rock. The 'challenge factor' on such an evening was very strong. Passing Kirtlebridge, I shouted over to Ned: "How about a run at The Summit?"

"We're over our unassisted load, and she's a Motherwell engine", said the Wise One.

"She's a winner," said the Fireman, much to learn and thirty six years junior to his Driver.

For anyone wanting a clear run at 'The Summit' (Beattock was *always* called so

NED AND THE MOTHERWELL 'HOODOO'

by Scots crews), the procedure was a simple one which went back to the era of that greatest of railways, The Caledonian. Fourteen miles south at Lockerbie, you whistled three short and one long. Signalmen not only had trains pass their windows, they made a point of observing and listening to them; little indeed escaped their eagle eyes. The word would pass down the road from box to box: "The 4.40's going well – wants a run at the bank".

Provided you were not being chased by an Anglo-Scots express and had the running margins, there was every chance that you would get the clear road you had asked for.

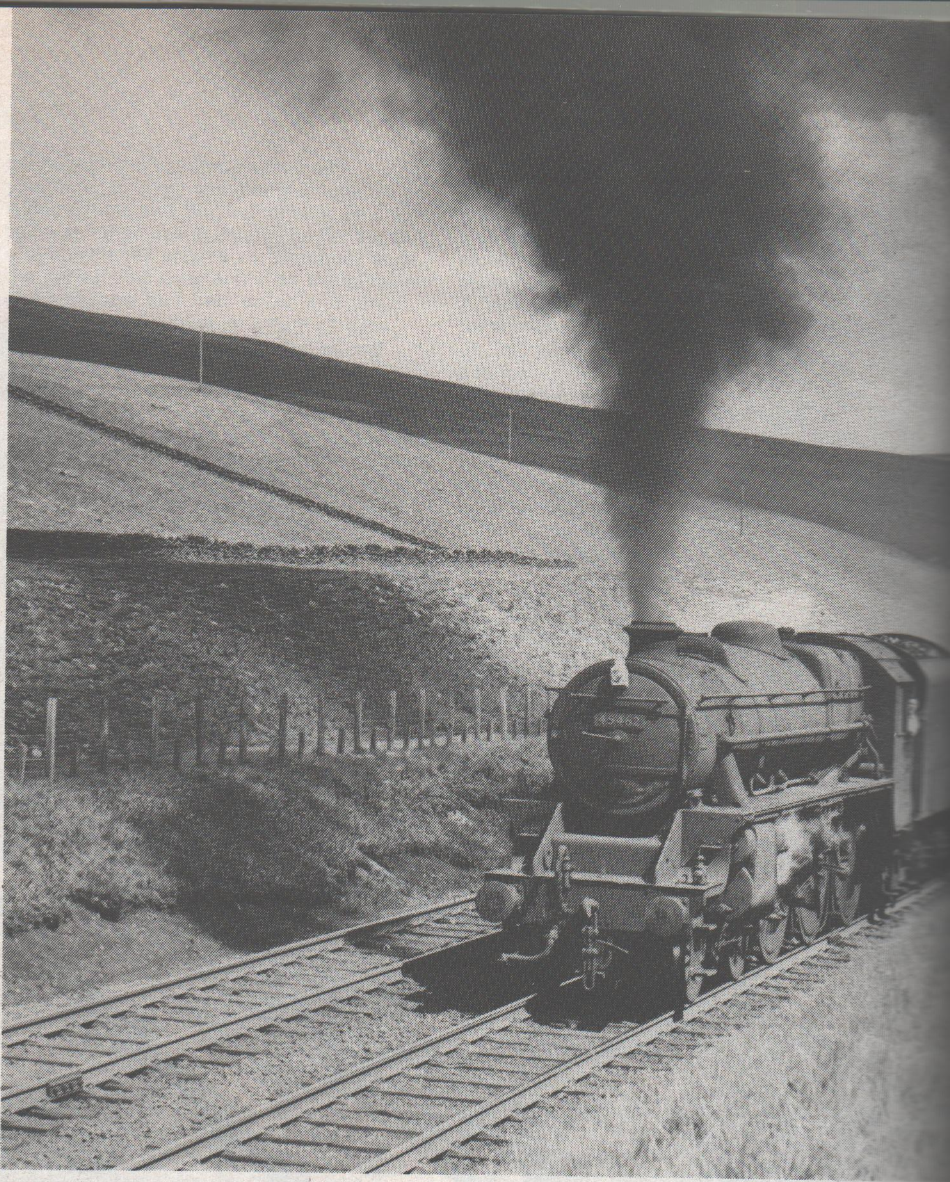
Coming over the intermediate block post at Castlemilk I shouted across, "Come on Ned, let her out a bit or he'll think you're joking." I heard the click as the ratchet freed on the gearing, followed at once by the crispness of the increased exhaust as she was eased out. We slipped past Lockerbie and Ned reached up for the whistle. Three short and one long blasted out: the deed was done.

All this time 45433 was in her element. I had been firing her lightly over the flap, but now began to gradually build up the back of the door to counter the increased pull on the fire when she began working harder. This 'back-of-the-door' filling was known as a 'heel', and although frowned upon by the purists and theorists, I never knew of many engines to go over 'The Summit' with a dead level fire, or without 'a heel'.

We loped past Dinwoodie, then over the Annan at Wamphray. Murthat intermediate signals under the old stone bridge were at green, and as 45433 leaned gently into the curve, I could see the South distant ahead was off. A bit further into the curve, and there were two semaphore arms standing against the evening sky, cleared for a run through.

The 'done thing' would be to say we roared through Beattock station. We didn't. Ned wasn't that kind of driver. She went through like a lady, and I crossed to Ned's side of the cab and we both exchanged dry nods with the old signalman on duty at the North end. I gave her half a dozen to the front of the box, and for probably the thousandth time glanced at the water level in the glass; you did that so often without ever giving it a thought. I leaned over the cab side; below us, through the trees, poured the Evan water. Beyond that, on the A74, the roadbound rabble moved snail-like toward their many destinations.

We were past Auchencastle when things began to happen. Over the previous 40 miles, 45433 had effortlessly sat around 210-220lbs boiler pressure with the injector whining away softly on the lightest of feeds; (it worked too). She was not blowing off, simply because I was not in favour of it. Now the pressure was falling back under the 200lbs mark; furthermore it seemed determined to drop even lower. No problem. I just shut off the injector, for the gauge glass shows there is plenty of water in the boiler. Pressure drops to 190lbs, and there is absolutely no willingness on the part of 45433 to pull round. I think to myself: 'You've gone and choked your fire' – but instinct tells me otherwise. I hadn't been working heavily.

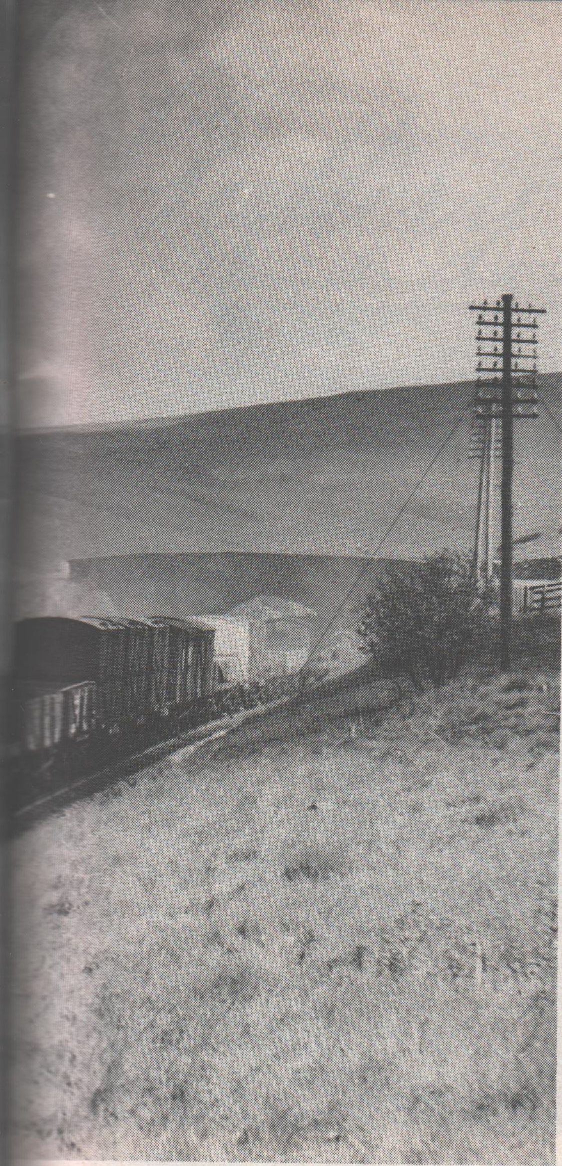


Ned, sensing a small drama mounting, had, even on the incline, drawn her back as much as he dared and ever so slightly eased the regulator. He never interfered with my firing at any time, and he didn't do so now. The will to master the situation was re-asserting itself; I lifted the shovel, thrust the blade into the firehole, and cleared a path through the air-flow in order to examine the fire bed through the flames for a short period.

The problem showed up at once: there was a large hole in the grate. Ned, on being advised and observing the same as I held the shovel steady, said quite simply: "No bloody wonder she's dour – half your bars are in the ashpan."

It seemed that the cross members which supported the firebars had collapsed, pitching the bars down toward the ashpan, and with them a fair amount of the fire. The cold primary air rushing through this hole via the pan, was doing the rest.

"If you don't let her get any worse,



Above: Stanier Class 5 No.45462, another long-serving Motherwell engine, makes black smoke as it struggles to lift its loose-coupled goods through the cutting at Harthope, on the final part of the northbound climb to Beattock on June 1 1963. Derek Cross.

Left: No.45433 again, seen taking water at Ardrossan on June 12 1954. At this stage in its period of BR ownership, the cabside still displays standard cabside numerals; the larger cabside numbers were later applied to Scottish-based engines during overhauls at Cowlairs and St. Rollox. James L. Stevenson.

we'll just make it," Ned ventured. "Or do you want a 'blow up' at the Greskine?"

The thought of the resultant character assassination in the shed bothy for months to come had the desired effect, for next to 'dropping a plug', lying down on the main line with a train through lack of steam was a hanging offence. In the present-day environment where trains break down with regular monotony, often through some minor fuel or electrical fault which seems to be accepted as part of normal working by many, this maybe seems odd – but that's the way it was.

The front damper was lowered to admit the minimum of air and the back one opened much wider than I would have done normally; a number of lumps were collected from the tender and instead of being broken with the hammer, were slid on to the shovel and gently into the fire over the hole, followed by a rapid round of small coal, and the firedoor closed.

So began an anxious period of coaxing and cajoling. Half a glass going up meant the water level would drop immediately when she went over the top. We plodded past Greskine, signalman, pipe in mouth at the open window, no sign of impatience on his face; at least there is nothing important chasing us or we'd have been brought inside. A glance back: Ernie our guard is looking out of the brake van, no doubt cursing us now for not stopping for the banker. Another quick round of firing, then I close the big door.

One blessing – the small ejector has never faltered, maintaining a full 21 inches of vacuum and holding the train brakes off. Pressure is steady; on she plods. She's showing a clear chimney; I give her another half a dozen round the box, then close the door. 190lbs showing again, but now the needle is climbing. We're winning, and I start to half sing, half bawl the old ballad 'Excelsior, Excelsior'. Ned, somewhat embarrassed, laughs and lights up a Woodbine.

Coming up to Harthope, the steepest part of the bank (or did it just seem so?) Ned lets her out again quietly, the beat sharpening a little, and bouncing back off the rock cutting. A final quick round; Summit's distant is off, then the other signals slowly come into view. We're past the box and the board telling all and sundry they are 1,014 feet above sea level.

The boiler is well down; now I must watch her like a hawk, for this is the tricky part. I move across to Ned's side, and on with the live steam injector – the exhaust injector is already on. Ned keeps the lightest of steam on her for fear of the water level falling out of sight. We'd look fools if we dropped the plug now.

Down the other side we go as if the devil is on our tail; there's a glimpse of the Elvanfoot signalman clearing back to the Summit, no doubt shouting over the phone to his colleague, "Damn all wrong with him now", for the word would have been passed that we were not making much of it. By Crawford it was in the bag; both injectors off, water level acceptable. The boiler pressure has taken a walloping, but a half dozen shovelfuls see it rising by the second. Going over the troughs at Strawfrank, we lift a quick 1,500 gallons.

Another driver might perhaps have put the train off at Carstairs and left 45433 there as a failure; it was Friday night however, and we had already been away from home three days that week. It was unlikely in any case that the Junction would have a replacement loco, and we would not be welcome. Crews failing an engine had to make their own way home, and being shrewd members, we were aware that from Carstairs at that time of evening meant a local to Lanark, change, and wait for a Glasgow Central train which would stop at every lampost.

All self-respecting Caley men knew the job was won at The Summit going north or south. With the crippled 45433, we were concerned too for the sharp lift over Craigenhill, north of Carstairs. Once through here, it was all over.

On our arrival at the home depot, 45433 was of course 'all fire out', prior to a grate examination. I had been troubled by the thought of the ashpan warping under its load of fire, but surprisingly it turned out there was little damage in that respect that the boilermaker's hammer wouldn't put to rights.

Ned made out the inevitable report, advising the shift foreman that 45433 was *hors de combat*. Feeling like a little celebration, we had a couple of beers in the hostelry up the road, then went our respective ways. And why not you may say, on a take-home wage of ten pounds and 17 shillings? (Ned would have around two pounds more). Good money too, or were we just naive?

The following Monday we were on shed for a spare day, and after preparing an engine, were sitting in the cab out of the way of authority, when Ned related to me the final chapter. The Duty Foreman, a man with whom I had never got on very well, had looked into 45433's firebox after the fire had been drawn, and he had been very surprised at how large a portion of the grate had given way. Thinking it had occurred near the end of the trip, he asked Ned about it on the Monday when he came on shift. On being told the grate had collapsed at Auchencastle, on the way up the bank, he expressed his astonishment – and he was not the sort of man to show such emotion normally.

He complimented Ned on finishing the job, and added "I've little time for that mate of yours, but frankly, I don't know how he ever beat that one. Don't you tell him I said so, though."

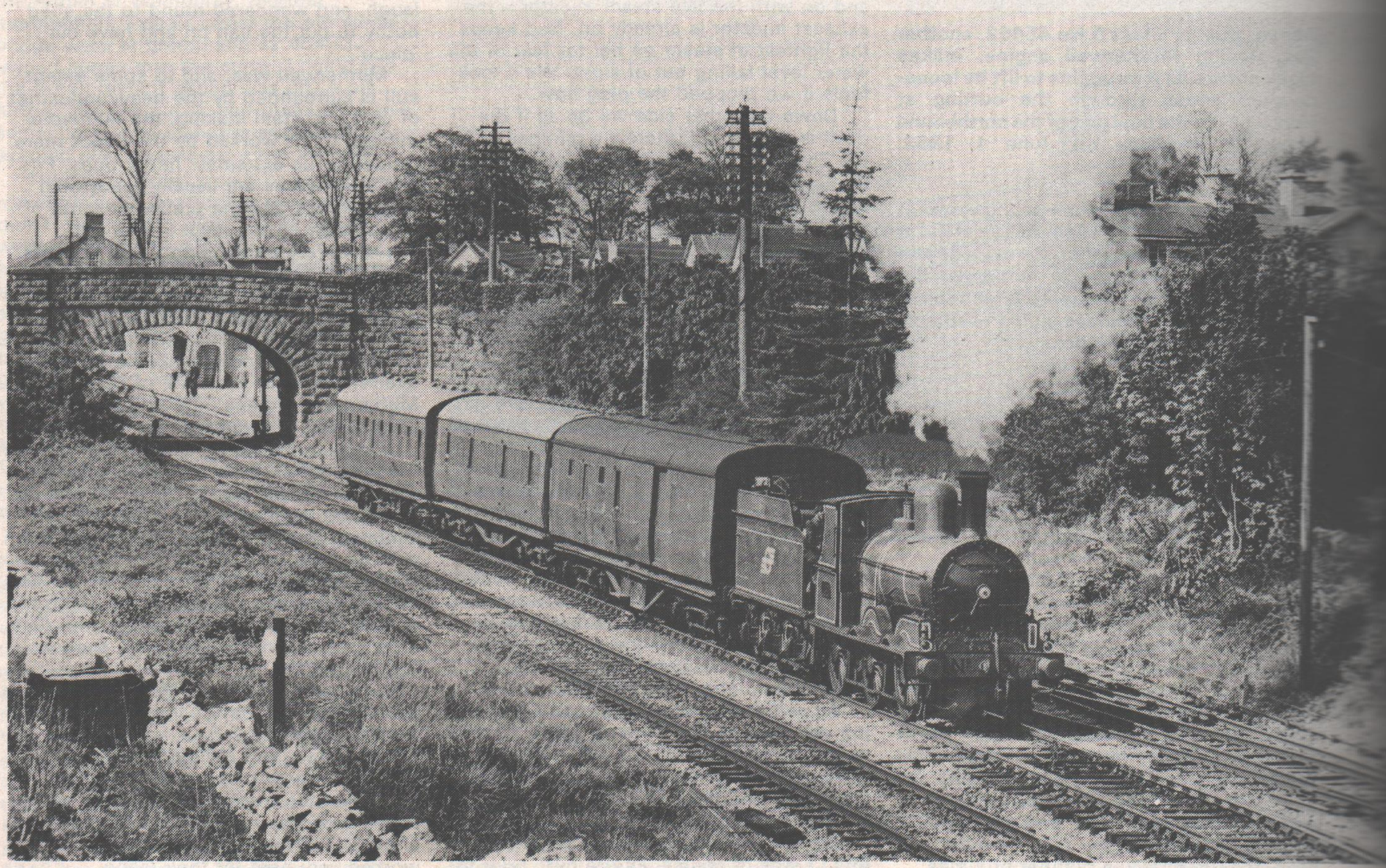
I turned to Ned: "And what did you say, O Wise One?"

Ned looked at me for a time, then answered: "I told him there was never a Motherwell engine that was any bloody good whatever." We both started to laugh, and wandered round to the shed bothy to put the can on and have our 'piece'.

Motherwell was, and to some extent still is surrounded by the heavy industries of coal and steel making; the numerous mineral trains worked by the depot there tended to be extremely heavy ones. Pits and steel works are usually associated with inclines and the gradients south of Motherwell on the main line or via Wishaw were demanding ones. Engines employed on this type of work and plagued by a common user policy, tended to become run down much earlier than those employed on less arduous tasks, and let there be no mistake here, Ned's quarrel was with the state of the Motherwell engines, not with the men, whose skill he regarded very highly.

They needed to be skilled men too, for the majority of these trains were loose-coupled, running under Class 'H', (the up and down lamp code), and had the very minimum of brake power. Most in fact ran with no train brake, being kept under control by the locomotive and tender plus the 20-ton brake van at the rear, with of course the wagon hand brakes, and, dare it be said, when all else failed, the loco's reversing lever.

Like the enginemen, Motherwell goods guards were first-rate hands. A number of ex-WD 'Austerity' 2-8-0s and 2-10-0s were utilised, and although they had an excellent steam brake, they were not renowned for comfort. A 100-mile trip on these would be no joke; the Motherwell engines and men, like Saturday's child, worked very hard for their living.



Gallery

GALWAY BAY RAILTOUR

[illegible] 'Traen 150', celebrating [illegible] Railways, the Railway [illegible] of Ireland turned out [illegible] main line runners, GNR(I) [illegible] *Slieve Gullion* and J15 [illegible] the 'Galway Bay Railtour', [illegible] tour starting in Dublin on [illegible] May 12 and involving more than [illegible] steam-haulage.

[illegible] once again a programme of [illegible] (the passenger chooses [illegible]), lineside buses for [illegible] by passengers, double-[illegible], photo stops and run-pasts, the [illegible] 'Railtour' demonstrated why [illegible] number of enthusiasts are [illegible] the Irish Sea for steam. [illegible] 'Traen 150' programme continues [illegible] Whitehead-Belfast-Portrush [illegible] on July 21, August 4 & 18.

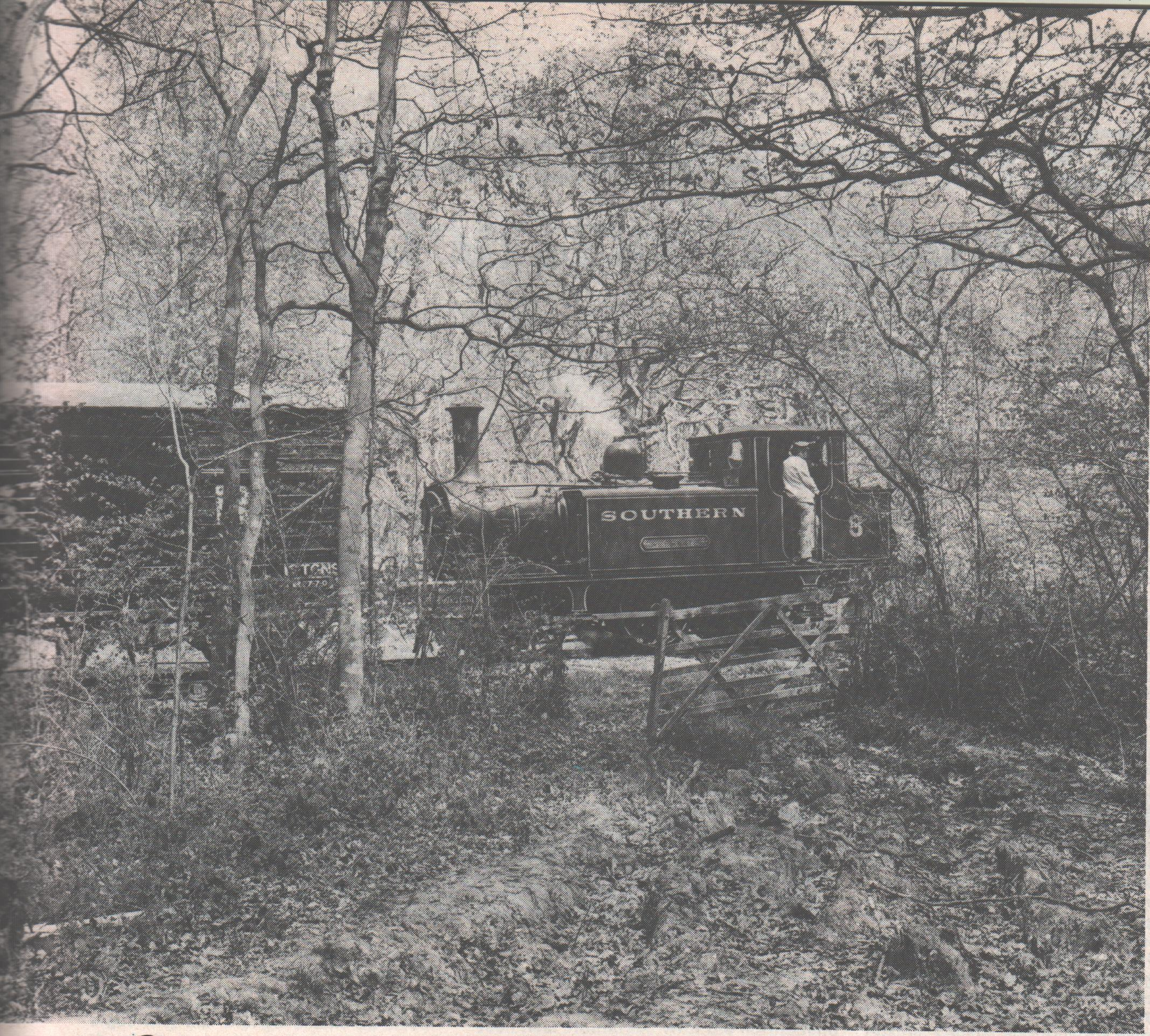
[illegible] best-known main line engine [illegible] 'Slieve Gullion' displays its quite [illegible] profile as it crosses the River [illegible], between Hill of Down [illegible], on the run to Dublin on [illegible] John S. Whiteley.

[illegible] The terrier-like non-superheated [illegible] No.184, entrusted with a three-[illegible] as its contribution to 'Traen [illegible] from Athenry on Sunday May [illegible] Ballinasloe, where the two [illegible] into a single formation. [illegible]

Below: No.171 'Slieve Gullion' leaves Mullingar for Athlone on Saturday May 12. Immediately above the train can be seen the former Mullingar MPD, home of the RPSI's No.184 and DSER No.15, which awaits restoration. John Hunt.

Bottom: Side by side at Athenry, the Railway Preservation Society of Ireland's two principal main line engines, 'Slieve Gullion' (left) and No.184, with their respective four and three-coach trains, on Sunday May 13. John S. Whiteley.

Right: Great Western reflection: 'Castle' 4-6-0 No.5051 'Drysllwyn Castle' revives the mood of the early days of nationalisation as it approaches Harbury Tunnel on April 14, on the return half of the Great Western Society tour from Didcot to Birmingham and Stratford. Peter Skelton.



Gallery

Above left: 'Maid of all work' is perhaps one of the most overworked descriptions in railway lore, but it was never more applicable than to the North Yorkshire Moors Railway's 'Austerity' saddletank 'Antwerp', which at different times during the past three years, has been the NYMR's only working steam locomotive. 'Antwerp' heads the 17.35 empty stock for Grosmont, past the Esk Valley cottages on April 29 this year. Bob Avery.

Above right: A branch line in summer. The former LB & SCR A1X 'Terrier' No.8 'Freshwater' (BR No.32646), in the woods between Wootton and Haven Street, Isle of Wight Steam Railway, May 7 1984. Mike Esau.

Right: Making what has now become an annual skirmish on the Keighley & Worth Valley Railway, former S & DJR 2-8-0 No.13809 – normally based at the Midland Railway Centre – works up the hill to Oakworth with the 15.04 Keighley – Oxenhope train on KWVR Enthusiasts Day, April 8. The leading vehicle is one of the ex-Metropolitan 'Chesham set' coaches, built in 1919. Bill Sharman.

POLAND: Europe only just scrapes into this report. By far the best country for steam in Europe today is Poland, but even here the main expresses are diesel or electric, with just a few exceptions.

The sleek Pt47 2-8-2 class is the preferred type for the very few steam expresses which do run. These Polish-designed and constructed engines were built shortly after the Second World War, and the class remains largely intact, albeit mostly for local passenger work, but the 'San' express is Pt47 hauled between Skarzysko Kamienna and Rzeszow, whilst the international 'Karpaty' is also steam from Skarzysko to Przeworsk. Both trains are long distance expresses from Warsaw to Przemysl and Sofia respectively, electric traction hauling the trains out of the capital, and on the non-steam sections.

The Warsaw – Kudowa Zdroj overnight express, the 'Karkonosze' is a Pt47 turn between Wroclaw and Klodzko, and sometimes even double-headed during the busiest weekends. Beyond Klodzko, the line climbs through the Sudety mountains and power becomes a pair of TKt48 class 2-8-2Ts.

In the Kudowa Zdroj area, the line is very steeply graded, and the 20.25 ex-Kudowa especially is one of the great steam experiences left in the world.

Klodzko has many Pt47s allocated for work over a large area, and although most of their duties are not true expresses, the character of the trains is really that of an express: they are long distance and heavily loaded, often with couchette cars.

What prevents them being classified as expresses is the Polish insistence of stopping nearly all trains at all stations – so the 23.40 Lublin – Kudowa Zdroj sleeper is not an express, yet it is a 392 mile journey taking 14½ hours, with few station stops omitted! A Pt47 replaces the electric at Kedzierzyn on this train for the 84 mile run to Klodzko, and from there a TKt48 completes the journey.

REST OF THE WORLD: Are there any other railways which still run steam expresses? Last month my Turkish report covered the Burdur area, where the Egridir portion of the 'Pamukkale Express' is hauled by an old 0-8-0. East Germany might just manage a semi-fast train, but otherwise I cannot think of any other country able to boast a steam express. The message is clear: get to Poland or India now, before SLOA really does operate the world's last main line steam express!

By 1972, the expresses working between Bamberg and Lichtenfeld were among the last to be steam hauled in West Germany, and as such were a great draw to British enthusiasts. The 001 Pacifics based at Hof were called upon to meet schedules demanding mile-a-minute running, or faster. On July 5 1972, 001.111 climbs towards Marktschorgast with Train D853, the 11.49 Bamberg – Hof. Terry Flinders.

Facing page: Could SLOA-promoted 'package' trains become the world's last regular steam-hauled expresses? The last steam locomotive to run on the Settle & Carlisle before BR's 'fire risk' steam ban in early May, A4 'Pacific' No.60009 'Union of South Africa', scorches across Dent Head Viaduct on April 28, after literally blazing a trail from Settle Junction to Blea Moor in 16 minutes. It was the fastest recorded pass by a preserved locomotive on the northbound climb, but trackside fires caused by spark-throwing destroyed all telephone and telegraph communication between the two block posts, and two weeks later BR trains were still being sent forward 'under caution'. John Cooper-Smith.

WORLDWIDE CALENDAR

AUSTRIA September 22-24: Centenary of the Aalberg Pass. The railway over this famous mountain pass is one of the most spectacular in Europe and has been electrified for a great many years. To mark its 100th year, there will be a steam special originating in Linz and running via Salzburg and Innsbruck to Bludenz and return. Power over the 646 mile return tour will be two Class 52 2-10-0s.

June 30/July 1: Many readers will have seen Peter Beet's German 01.10 class 'Pacific' at Carnforth. 55 of these engines worked heavy, high speed expresses across West Germany and a few lasted until early 1975. As their final duties were in northern Germany, easily accessible from England, they were a firm favourite with British enthusiasts. If you ever heard one of these three cylinder 'Pacifics' being thrashed for mile after mile on a 500 ton express, you would know why.

01.1066 was preserved by enthusiasts in Ulm, and it has recently been overhauled. However, the West German Railways (Deutsche Bundesbahn) has a total ban on steam tours, so 01.1066 is to make a unique return to main line traffic, in Austria. On the Saturday 01.1066 will run from Passau (actually in Germany, but being the border station, it has to accept whatever engine the Austrians provide for a train – even a steam locomotive!) to Braunau, via Neumarkt and Ried. The next day, 2-10-0 52.3517 will run from Linz to Neumarkt and then double-head with the 'Pacific' via Neumarkt and Ried to Attnang Puchheim.

FRANCE: Little steam seems to exist in Europe's traditional tourist centres, but the south of France can boast the occasional working though. The private Chemins de Fer de La Provence links Nice with Digne, and has long been all-diesel, but each summer a limited number of steam specials are operated. One return train works between Puget-Theniers and Annot on June 24, July 22, August 12/15/19, September 9/23 and October 7/21.

However, of greater interest is the run right down to Nice on July 13, with steam working from Entrevaux. The next day there will be a couple of shuttles between Nice and Lingostiere, before the return to Puget on July 15. Power on this metre gauge line is the 4-6-0T No.E327.

Main line tours in France do have a habit of being cancelled at short notice though, so take care if you visit Paris Est on July 8 to see the 2-8-0 140C231 on its railtour to Villenauxe.

I receive a good deal of advertising literature from various museum lines around the world each year. Rather than throw away the 1983 papers, would any readers be interested in them? If anyone cares to forward me a large 9in x 12in SAE (21p stamp), I will send back a bundle of leaflets. The address to write to is: World Steam, 3 Shadwell Grove, Radcliffe on Trent, Nottingham NG12 2ET.

● World Steam is the all-news magazine about steam around the world, edited by David Thornhill; details may be obtained from the same address.

GETTI

Above: With steam on and the 'white feather' at the safety valves, No.62005 attacks the 1 in 49 grade at Beckhole on April 29, with the 14.55 train for Pickering, comprising NYMR all-maroon stock. The tender logo on the fireman's side is the early BR 'lion and wheel' used through the 1950s; the driver's side tender crest is the later smaller BR emblem which stayed to the end of steam.

Right: Railway preservation at its authentic best: the newly outshopped No.62005, perfectly matched with a rake of six blood-and-custard Mk.1 coaches takes the curve at Green End, NYMR, with ease. The photograph was taken on Easter Sunday 1984 – but it could just as well have been 30 years earlier.

NG BACK IN THE BLACK

THE return to North Yorkshire Moors Railway traffic at Easter of Peppercorn K1 No.62005 in BR lined black, was good news for BR livery buffs – but quite against expectation.

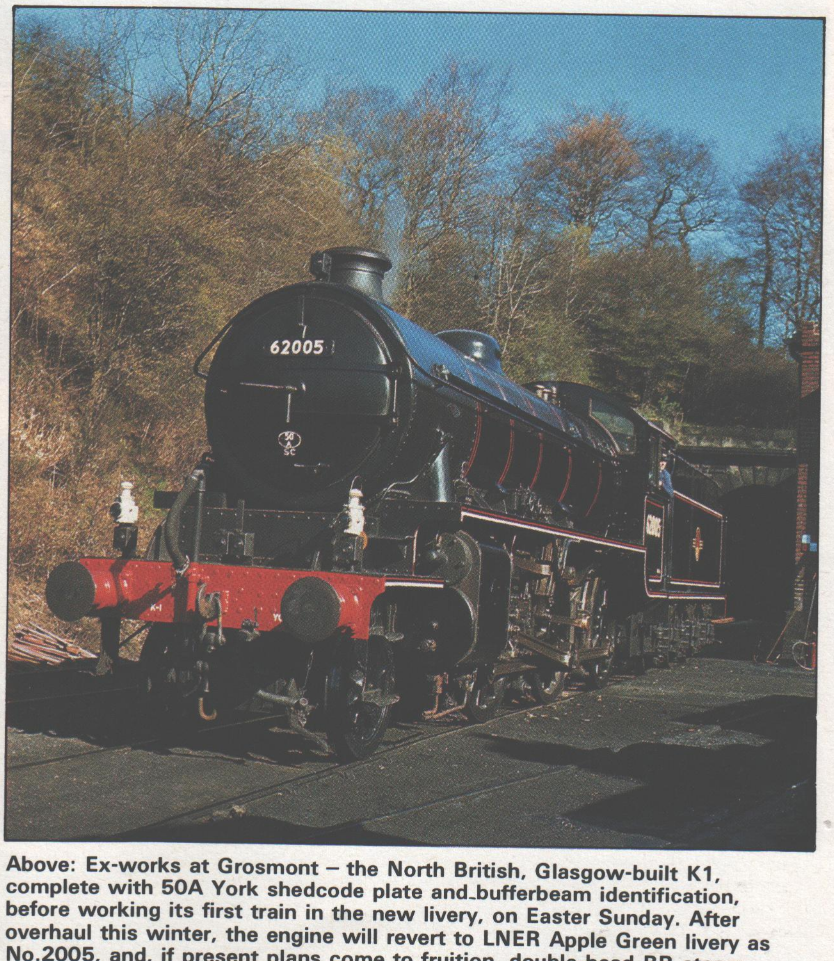
When the locomotive was donated to the North Eastern Locomotive Preservation Group by Geoff Drury and Brian Hollingsworth in 1972, the former owners expressed the hope that the engine might stay in LNER Apple Green, and as recently as last year, NELPG members decided by ballot that when the K1 is overhauled at the end of 1984, it will be outshopped in Apple Green again.

The move for BR black – the only livery ever carried in service by the 1949-built 62005 – came from London photographer Peter Zabek, who offered to stand the cost of repainting the locomotive if NELPG would permit it to run in BR livery until the end of the season.

On Easter Sunday, after a month of weekends spent repainting the engine with friends, a personal outlay of more than £300 on undercoat, topcoat, lining paint, numbers and crests, the very 1950s-looking 62005 backed down into Grosmont station and was coupled up to a rake of very 1950s-looking blood-and-custard Mk.1 coaches.

Somehow it all seemed so right . . . .

Photographs: PETER ZABEK



Above: Ex-works at Grosmont – the North British, Glasgow-built K1, complete with 50A York shedcode plate and bufferbeam identification, before working its first train in the new livery, on Easter Sunday. After overhaul this winter, the engine will revert to LNER Apple Green livery as No.2005, and, if present plans come to fruition, double-head BR steam charters on the West Highland extension (Fort William – Mallaig) in 1985, in company with K4 2-6-0 No.3442 'The Great Marquess', which is currently undergoing overhaul at Bridgnorth, Severn Valley Railway.

Steam at three minute intervals

(but with 25 degrees of frost to cool the excitement)

Concluding his two-part survey of steam in China, COLIN GARRATT ventures to the coal-mining and steel-making towns of the north east, where steam-hauled freights run thick and fast, in conditions more appropriate to brass monkeys . . .

THE grey dawn light seeped into our room; it was 6.30. This was to be our first day of lineside photography amid the rigours of the Manchurian winter, and peering through the heavy curtain, I looked across the square. Harbin had already come to life, and scores of drably-dressed figures moved ant-like about the streets, now lightly dusted by snow.

The city's huge buildings reached up to a leaden sky smudged by the smoke of factory chimneys. Here in this remote corner of north eastern China, I found a Lowry painting come to life: the hotel's heavy double glazing banished all sound from outside, but the silent moving picture I saw through the window convinced me that Lowry had got it absolutely right.

On the way down to breakfast, we passed a group of young people from Hong Kong dressed for the Artic. They had come to Harbin to experience winter, the Chinese having skillfully sold the dubious delights of their coldest city to the awe-inspired inhabitants of the humid south.

Our interpreter was waiting in the lobby but we were late; it had taken us half an hour to light our hand warmers, don thermal underwear and heavy top clothes and tie up our moon boots.

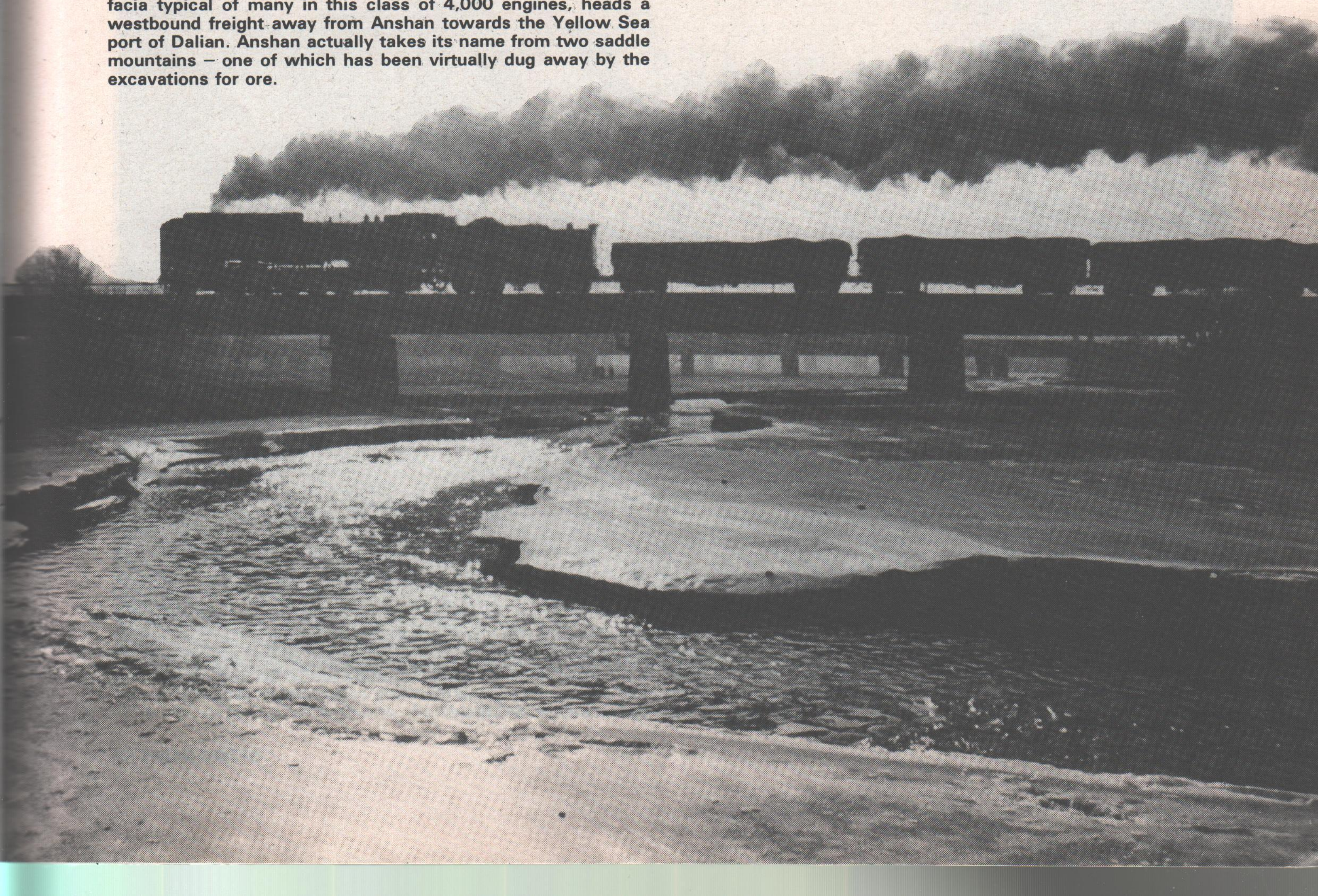
Our destination was Wang Gang summit, 10 miles south of Harbin on the main line to Beijing. Trains from Harbin climb steeply and most are double-headed – some even triple-headed. During summer, the pilot engines detach at Wang Gang, but throughout winter they continue another 25 miles to Wujiatze, as the severe temperatures harden the oil in the bearings of the wagons during their stand in Harbin's marshalling yards, thus increasing the train's resistance. The years of dreaming were over; we had finally arrived on one of China's busiest steam lines with trains passing every twenty minutes. Most were hauled by QJ Class 2-10-2s, either in pairs or with JS Class 2-8-2s as pilots.

By 9.30 the sun was shining from a clear sky, but the low temperature helped to produce the most amazing exhaust effects I have ever witnessed. The steam rising from climbing trains could be seen two miles away, billowing skywards in plumes which never seemed to actually evaporate. Seldom have I seen trains look so beautiful, especially when two colourful QJs were at the head of a freight stretching back half a mile. As a spectacle, they almost rivalled the woodburners of the Paraguayan Chaco, which at night throw shrouds of crimson embers a hundred feet into the air.

Facing page, top: Bound for the steel town of Anshan, one of the ubiquitous QJ 2-10-2s No.232 works a heavy freight on the Dalian – Shenyang main line, one of the busiest steam lines in China.

Facing page, below: QJ 1030, displaying an ornate smokebox facia typical of many in this class of 4,000 engines, heads a westbound freight away from Anshan towards the Yellow Sea port of Dalian. Anshan actually takes its name from two saddle mountains – one of which has been virtually dug away by the excavations for ore.

A low winter sun silhouettes a QJ-headed freight on the bridge over the river at Fushun, China's principal coal town. The temperature, relates Colin Garratt, was around 25 degrees Centigrade, but a chemical discharge into the river had melted the ice.



The density of traffic was such that if the locomotive of the moment was dirty, or the smoke curved the wrong way, or some other circumstance threatened to spoil the picture, I could afford the luxury of letting the train pass without firing the shutter – another train would soon follow. The same selective attitude was once exercised by steam photographers at home in Britain – what a contrast to the lot of the British steam enthusiast today, who travels far and waits long – totally at the mercy of chance – for a one-off steam railtour on an otherwise all-diesel route.

However, steam photography was not all bliss in north eastern China. From November to March the temperature never rises above freezing point, and in Harbin day temperatures of minus 25 degrees are normal. At night a staggering minus 40 degrees is not uncommon!

Within thirty minutes of arriving at Wang Gang, I understood the meaning behind the expression 'wind as sharp as a carving knife'. The pain in my cheeks bore stinging testimony to the north wind which attacked us from Mongolia.

Wearing two pairs of heavy gloves was necessary, but made photography difficult. Amid the excitement of an approaching train, the increased adrenalin saw us momentarily forgetting the temperatures and snatching off our gloves to operate cameras or adjust lenses. It was only after the shutter had been fired – possibly as much as two minutes later – that the sheer agony of the cold took over.

Eyes watered in the wind, ice formed on our eyelashes and camera viewfinders, concentration ebbed away and thinking became sluggish – but what our pictures lacked in mental application was compensated by the sheer spectacle of the trains themselves.

Another favourite location was Sankong Bridge in Harbin. It was even colder here as the bridge was in an exposed position overlooking the vast marshalling yard where trains bound for the south are made up. The only way we could remain outside for longer than an hour was to be constantly running on the spot and banging our arms against our sides. The effort was worthwhile though, for a steam train – either mainliner, tripper or shunter – burst from beneath the bridge every three minutes, night and day. The vista over the yards was breathtaking, with up to twenty locomotives at any one time sending their plumes of steam towering above a vast sea of wagons.

Most impressive of all, were Sankong's double-headers. Immediately before departure they would pump the pressure into the Westinghouse brakes before bringing the mechanical stokers into play, causing grey smoke to entwine with the steam rising from the brake ejectors. After a long round of whistling from both engines, the cylinder cocks would burst open, enveloping the yard in furious swirls of pure white steam.

The quiet but determined exhaust beats soon fell into a syncopated rhythm, as, like volcanos on the move, the pairs of 2-10-2s eased their 3,000 ton trains out of the yard. The double exhausts hit the underside of the bridge, enveloping the road in a dense fog and bringing all traffic to a standstill. At least thirty wagons would pass before visibility returned, and if a shunting or trip movement intervened during the interim, it could be well over a minute before road vehicles were able to move again. Such full-bloodied drama in 1984 borders upon the unbelievable!

Midway along the main line between Harbin and Beijing lies Shenyang, one of China's oldest industrial cities and the capital of Liaoning Province. Shenyang has an allocation of more than 100 locomotives, principally QJ 2-10-2s and JS 2-8-2s, but our main targets here were the historic engines which lay dumped.

In the depot yard at Su Chia t'un was an ex-South Manchurian Railway, JF Class 2-8-2, with three-cylinders and Gresley conjugated valve gear, but even this classic was overshadowed by the streamlined SL7 Class 'Pacifics' two of which survive from a class of twelve built in Japan between 1934/6. They were designed for working the high-speed 'Asia Express' between the Yellow Sea port of Dalian and Shenyang, and one of them, No.751, remains in almost fully streamlined form. Excluding museum examples, it is probably the last remaining example of the great streamlined era of the 1930s.

I tried to impress upon the authorities in Shenyang the historical significance of the engine, and its value as a tourist attraction, and begged them to keep her. They seemed to understand.

Forty kilometres east of Shenyang lies Fushun, the coal capital of China. Here the massive opencast mine – reputedly the world's largest – produces five million tons of coal and twelve million tons of oil

The 'Sheffield' of China – Anshan, biggest steel town in the north east of the country and host to a considerable degree of steam activity, on both main and industrial lines. The town was recently 'twinned' with Sheffield.

shale a year. The Fushun Mining Administration operates a dense network of industrial lines, most of which are electrified, but a dozen steam locomotives remain on the books, including an American S160 2-8-0 built to the British loading gauge for operations during World War 2.

Older readers may recall Maurice Earley's pictures of these celebrated engines at work on the GWR during the early 1940s, and of course the Keighley & Worth Valley Railway's example from Poland 'Big Jim' remains in regular use.

It took Maggie and me two days to locate Fushun's S160, and we finally ran her to earth at the Mining Administration's shed, where to our amazement she stood next to a Roumanian built 2-10-0 of German Class 50 design – the type from which the Class 52 Austerity 'Kreigslokomotive' (war engine) was developed.

To film these classic designs at work on the other side of the world was one of the highspots of the expedition. I tried to explain to our Chinese hosts that here in their shed yard were two of the principal locomotive performers from World War 2 – the Allied and German. They were patient and tried to understand, but all they were able to express with any sincerity was, "this is old; it is obsolete!"

Much of Fushun's coal goes to the nearby industrial city of Anshan, the greatest of China's steel towns. Our arrival in Anshan followed a visit there by a delegation of Sheffield city councillors, headed by blind council leader David Blunkett, to formalise the twinning of Sheffield with Anshan – the first Anglo-Sino town twinning to take place.

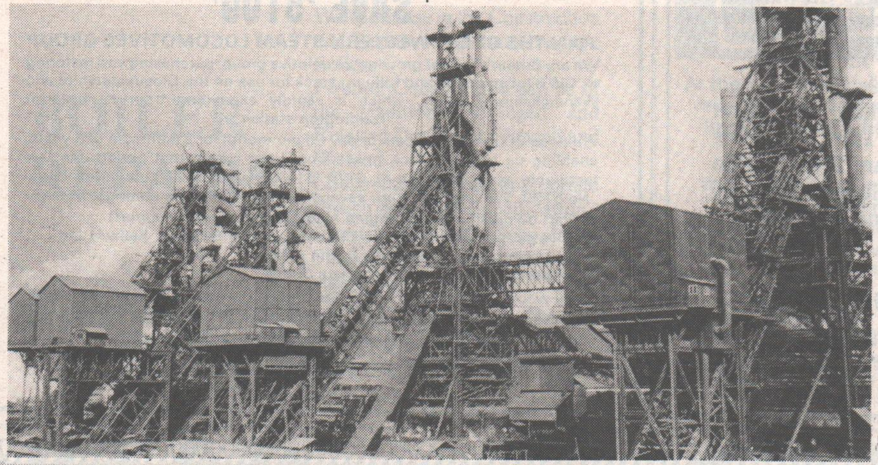
Anshan, situated between Dalian and Shenyang, reflected much of Sheffield's own former image as a key industrial city, and reminded me of the days when Sheffield was filthy, black and thriving, and known as 'Hell with the lid off.'

The steelworks dominates the town and is host to various classes of 2-6-2 and 2-8-2, along with a solitary XK2, better known to British enthusiasts perhaps as a 'USA' tank. Anshan's ore is mined locally and conveyed to the steelworks by electric locomotives operating on the company's own network – one of the few instances in the world where the industrial lines are electrified whilst the main line remains almost 100% steam!

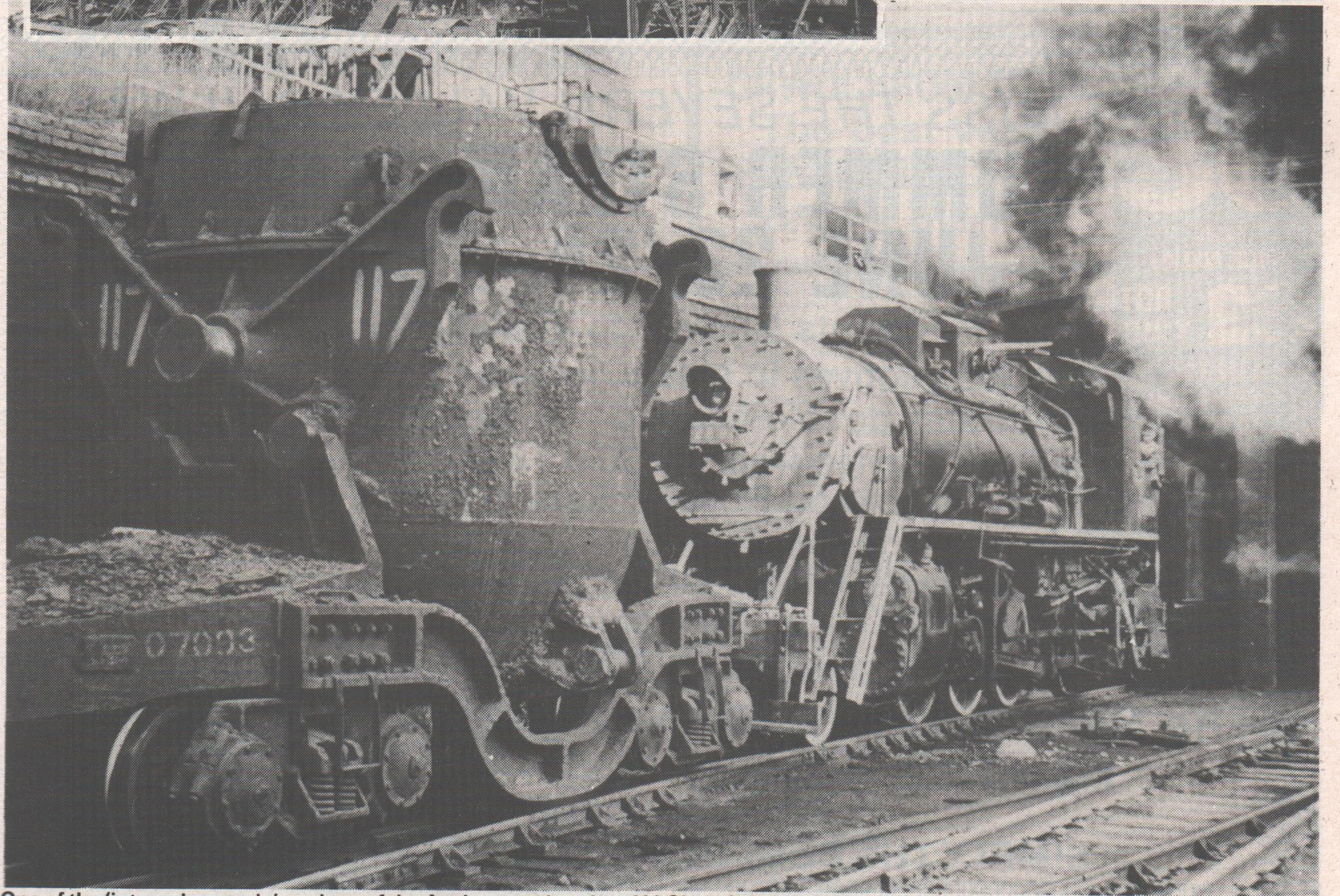
The most spectacular duty entrusted to steam at Anshan is working the ladles of molten waste from the blast furnaces to the tipping area, known as 'slag bank'. Anshan is one of the few places where this historic industrial rite continues to be enacted with steam traction.

Throughout our stay in China we were never out of earshot of steam locomotives, day or night. The multifarious sounds of the engines were deeply reassuring. Like the howl of the wolf in Siberia, or the trumpeting of the elephant on the African plains, the call of a steam locomotive is part of an environmental magic, as anyone who has been lulled to sleep amid the distant sound of a shunting engine at work, will know.

● Colin Garratt uses Canon cameras and Agfachrome film on all expeditions.



Left: The blast furnaces of the Anshan steelworks. Their insatiable appetite for ore, and the slag waste produced from it demands intensive use of electric and steam locomotives.



One of the 'internal use only' engines of the Anshan steelworks – YJ Class 2-6-2 No.289, a type which has its ancestry in the JF6 Class 'Mikado', gets to grips with one of the cauldron wagons containing molten slag.

focus on the GREAT WESTERN . . .
a pictorial feast for the enthusiast and modeller, each volume with over a hundred large-format illustrations from the best of British lineside photographers.

Great Western Steam in Action: 4 - L.M. Collins
Great Western Steam in Action: 5 - L.M. Collins
Great Western Steam in Action: 6 - L.M. Collins
Great Western Steam through the Years: 2 - ed. by T. Fairclough & A. Wills
Great Western Branch Line Steam: 1 - ed. by C.L. Williams
Great Western Branch Line Steam: 2 - ed. by C.L. Williams
Great Western Steam Miscellany: 1 - ed. by C.L. Williams
Great Western Steam Miscellany: 2 - ed. by 5079 Lysander
Great Western Steam Miscellany: 3 - ed. by 5079 Lysander
Great Western Steam in the West Country - ed. by 4588
Great Western Steam Preserved - G.R. Hounsell
Great Western Steam in Cornwall - B. Butt & T. Fairclough
More Great Western Steam in Cornwall - T. Fairclough & A. Wills
More Great Western Steam in Devon - T. Fairclough
Great Western Steam in the Midlands - Michael Mensing
Great Western Steam Doubleheaded - C.L. Williams
More Great Western Steam Doubleheaded - C.L. Williams
Great Western Steam in Wales and Border Counties - C.L. Williams
More Great Western Steam in Wales and Border Counties - C.L. Williams
Great Western Steam around Bristol - C.L. Williams
Last Decade of Great Western Main Line Steam - T.E. Williams
G.W.R. Service Timetable Appendices 1945 £5.95

Each volume £6.95 (except where marked). We regret titles not listed have now gone Out of Print. Available from book and model shops plus Steam Preservation Centres and Societies, but we are also pleased to supply direct. Despatch is by return of post and post free.

D. BRADFORD BARTON LTD.
Trethellan House, Truro, Cornwall
Telephone: (0872) 76737

LAKESIDE AND HAVERTHWAITE RAILWAY
Seasonal daily service until 30th September
Connections at Lakeside with Sealink Windermere Services for Bowness and Ambleside

SPECIAL EVENTS
Double headed day, Sunday 10th June
All trains hauled by a different combination of locomotives
Family Weekend, 8th & 9th September
Free travel for children under 10 years, sideshows, miniature railway, fairground organ etc., bar and Thwaites beer in the buffet car.
Father Christmas trains in December
Enquiries to:
Haverthwaite Station, Nr. Ulverston, Cumbria.
Tel: Newby Bridge (0448) 31594

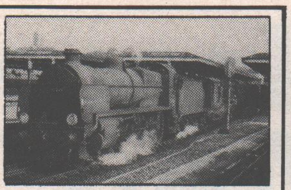
SAVE '5199'
JOIN THE GREAT WESTERN STEAM LOCOMOTIVES GROUP
We are Britain's fastest growing locomotive group; purchasing and restoring ex GWR locomotives and rollinng stock for use on the Gloucestershire and Warwickshire Railway, which is rapidly expanding from its base at Toddington station.
We need 300 new members to pay £5 per month for a minimum of 3 years, enabling us to bring back to working order within that period, the last restorable example of the ex GWR '51XX' class 2-6-2T now left in Barry, No.5199. We offer in return several benefits including amongst others:
★ Part ownership of the engine (subject to sufficient support).
★ 3 years membership of the Cheltenham and Stratford Railway Ltd. (membership support body to the railway).
★ Opportunity to train for footplate duties.
If you would like to help save '5199' and be involved with engines '5952', '7828' and '7821', send an SAE for details to:
Q. McGuinness, Secretary GWSLG,
15 Holly Hill Drive, Banstead, Surrey. SM7 2BD.

DON'T MISS THE SEVERN VALLEY RAILWAY
SUMMER STEAM GALA
JUNE 23/24, 1984
Events (subject to availability):
★ Many locomotives in steam, including 5690 'Leander'
★ Some trains double-headed ★ Goods train
★ Intensive service from 10.30 – 18.00
★ Day and Weekend Rover tickets available
★ Dining Car train on Sunday
★ 'Railwayman's Arms' real ale bar at Bridgnorth
★ Sales stands ★ Refreshments
Further information is freely available from:
The Severn Valley Railway, The Railway Station, Bewdley, Worcestershire DY12 1BG
SEVERN VALLEY
– SIMPLY THE BEST IN STEAM PRESERVATION!

Now available –

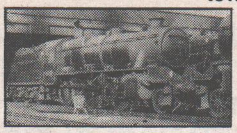
"BRITISH RAILWAYS STEAMING THROUGH THE SIXTIES"

Volume One by Peter Hands



This superb black and white photo album will take you back in time through the 1960s and will give you an excellent reminder of BR steam at work and rest.

Compiled by enthusiasts for enthusiasts, this series will give YOU the chance to participate in and contribute towards future books.



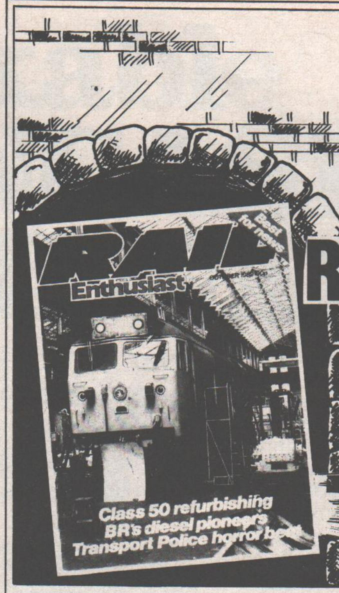
A4 size – Paperback –
100 pages with 182 photographs –
excellent value at **£4.95 +50p p&p**
DEFIANT PUBLICATIONS,
190 Yoxall Road, Shirley, Solihull.

Attention all Locomotive Owners and Operators

BOILER REPAIRS

We specialise in the Construction and Repair of Locomotive type Boilers
Firebox Construction can be of the traditional Flanged and Rivetted Design, or Flanged and Welded
Construction is to the appropriate British Standard Specification
Construction of Tubeplates, Smokeboxes, Tenders etc. undertaken

Roger Pridham "Hollybank", Chilsworthy Beam, Gunnislake, Cornwall PL18 9AT
Telephone Tavistock (0822) 5276 (daytime) 832945 (evenings)



WE'RE CLOSER TO THE RAILWAYS THAN THE TRAINS

At the heart of every Rail Enthusiast is a commitment to the railway. We all want our railway's future to be secure, and knowing what's happening today, can help to influence tomorrow.

With readers' round-up, reports from on-site workers and even working railwaymen all contributing to keep Rail Enthusiast's finger on the pulse, our eyes and ears are everywhere so that we can pass on to you the most accurate and up-to-date information possible.

RAIL Enthusiast AT YOUR NEWSAGENTS EVERY MONTH

RT&P *'84 TOURS*

FAREWELL TO SOUTH AFRICAN STEAM

Due to demand
an additional tour will run to
South Africa.
Departs 29th September
for two or three week options.

GO NOW BEFORE IT IS TOO LATE!!!

full details from —

RT&P
23 Danta Way
Stafford
ST17 0BA
tel: 0785 40352

ORWOCHROM UT-20 The best value TRANSPARENCY FILM on the market

SHOOT 36
35mm COLOUR SLIDES
FOR ONLY £3
PROCESS PAID (NO HIDDEN EXTRAS)

If you own a 35mm camera you will want to take advantage of this offer and cut the cost of your photography at a stroke. □ For only £3.00 we will send you, by return post, a roll of 36 exposure ORWOCHROM UT-20 colour film. ORWO is a high quality transparency film (for colour slides) that will **give your photography that extra sparkle** and with this offer **there are no hidden costs!** □ The price includes postage & packing **and** processing charges. Your film will be expertly processed at ORWO's own colour laboratory and your slides will be returned to you quickly in plastic mounts in a plastic storage container. □ More and more photographers are discovering the special qualities that ORWOCHROM UT-20 brings to their photography and we are convinced that once you see the results of this superb 35mm transparency film, you'll know what natural colour really means and wonder why you ever paid more. ***Remember ORWO UT-20 is only available by post from Bymail Limited.***

HAVE YOU TRIED ORWO NP22 BLACK & WHITE FILM YET?
You'll find, whether you do your own processing or send it to your usual D & P house, that this 36 exposure, 125 ASA film will give superb results.

ORWO QUALITY PRODUCTS FROM THE G.D.R.

BYMAIL LIMITED
P.O. Box 25, 29 Cavendish Road, Redhill, Surrey RH1 4AH. Tel: Redhill (0737) 68433.
Personal callers welcome Mon–Fri 9am–5pm:

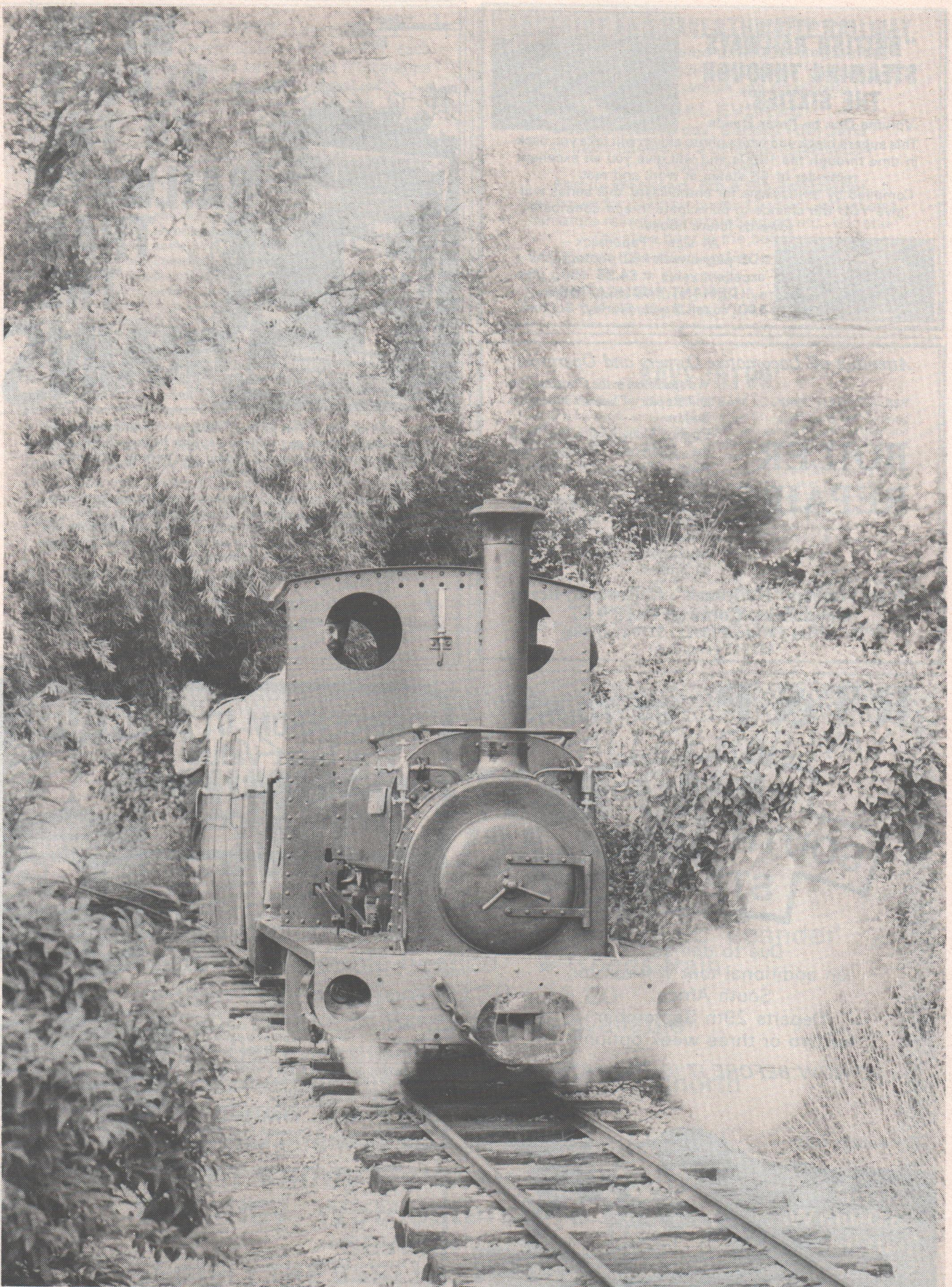
SEND OFF THE COUPON TODAY

This offer applies to U.K. readers only. SR

PLEASE SEND ME:
ORWO UT20 Colour Transparency Film
□ 1 roll @ **£3.00**
□ 4 rolls @ **£11.80**
□ 10 rolls @ **£29.00**
ORWO NP22 Black & White Film
□ 4 rolls @ **£3.60**

I enclose Cheque/Postal Order for £ ______
Name ______
Address ______
______
______ Postcode ______

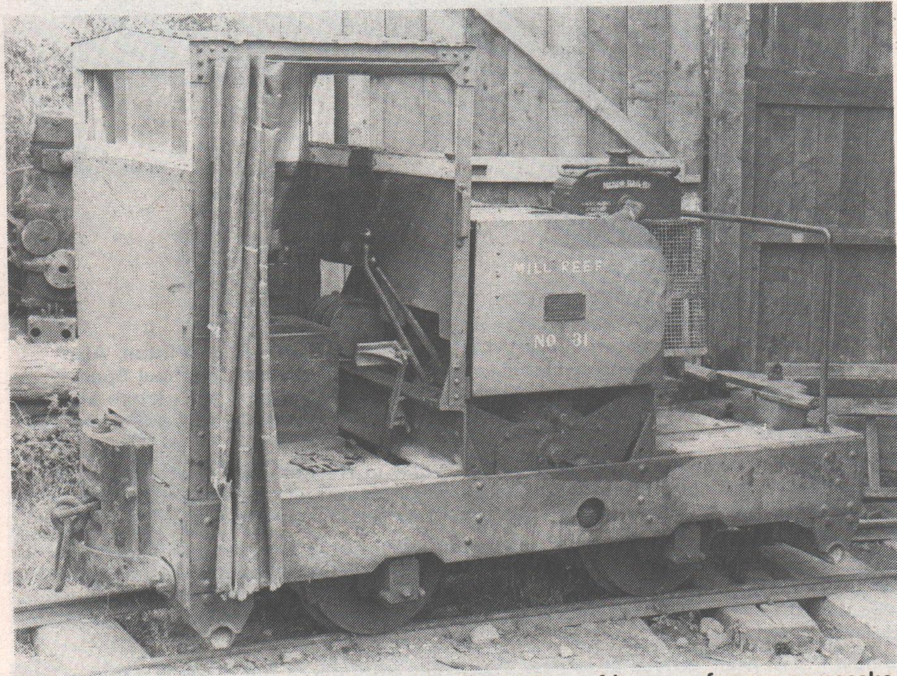
BYMAIL LTD., PO Box 25, 29 Cavendish Road, Redhill, Surrey RH1 4AH. *Reg'd in London No 1140651*



The ex-Dinorwic Quarries 'mongrel' No.3 'Irish Mail', which carries the boiler originally belonging to another ex-Dinorwic Hunslet 0-4-0ST 'Alice', emerges from beneath the foliage near Willow Tree Halt, in September 1982. A new firebox had to be specially fabricated before the engine was returned to commission in 1980.

The remarkable WEST LANCASHIRE LIGHT RAILWAY

Are there still steam railways in England which remain largely 'undiscovered'? BRIAN DOBBS turns the focus on the West Lancashire Light Railway – an enterprise born in the 1960s through the efforts of a group of schoolboys, which is still going strong today, in spite of its relative obscurity.



Showing almost none of the sleek, sophisticated lines of its more famous namesake, 'Mill Reef' is one of three Simplex 0-4-0 diesels acquired by the West Lancashire Light Railway in 1981, from the Leighton Buzzard, Bedfordshire sand quarries of Messrs George Garside Ltd. All are named after famous racehorses, the others in the Hesketh Bank stable being 'Arkle' and 'Red Rum'. All photographs: Brian Dobbs.

THE well-cultivated gardens and rose-strewn terraces of Hesketh Bank, in the suburban commuter belt between Southport and Preston, is not the kind of setting one immediately identifies with a volunteer-run railway, still less one which has been around for 16 years.

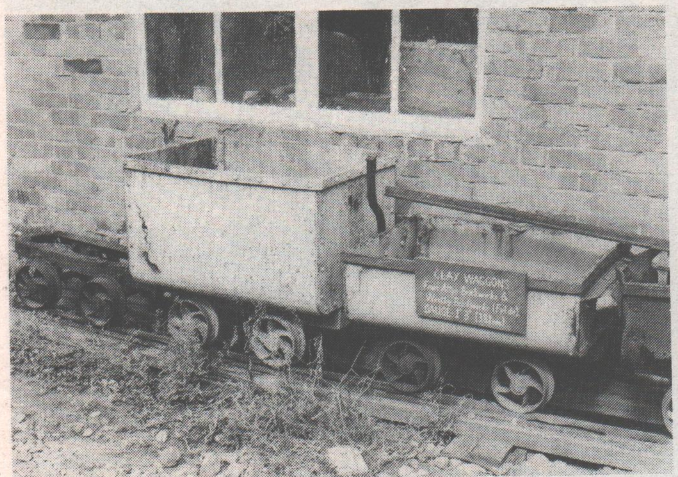
Nevertheless, it is here that the two-foot gauge West Lancashire Light Railway has survived, through a mixture of enthusiasm and ingenuity, since 1968.

The West what? Well, the West Lancashire has not perhaps moved any mountains in attempting to break out from relative obscurity – but therein lies the beauty of the Railway.

Born in the 1960s out of an idea by six schoolfriends, the oldest of whom was only 17, the WLLR has put down roots at a pace to suit itself; today it operates its one-third of a mile line as much for the simple pleasure of its own existance, as for any commercial benefit, and those volunteers who run it are still largely the same people who got the Railway off the ground in the first place.

The decline of BR steam in the late 1960s, and the tail-end paranoia by enthusiasts which accompanied it, is well recorded, but few railway enthusiasts realised – or indeed cared – about the simultaneous rundown and closure of many of our industrial light railway systems.

With the depressing prospect of a steamless future ahead, the six schoolfriends – Neil McMurdy, Graham Fairhurst, Jonathan Whitehead, David Geering and Paul Smith, all friends together at Southport's King George V Grammar School – plus another friend, Alan Jones – set themselves the task of salvaging whatever artefacts still existed on industrial light railways in this part of the world.



Railway preservation is nothing if not diverse; these wagons were rescued from the chain-hauled 1ft 3in gauge brickworks railways of the north west, some still being in regular use in 1970 for carrying clay to the kilns.

Another Dinorwic acquisition – one of the unusual steel-built slate trucks, with wheel flanges on both sides of the rail – one of seven different industrial gauges represented in the collection at Hesketh Bank.

The whole object, up to this point, was to save as much stock and relics from the industrial narrow gauge scene as possible, before the scrap man got to them first. What these young railway entrepreneurs had not provided for though, was a suitable place to keep all the hardware that was being accumulated.

With the benefit of hindsight, the next move appears to be obvious: they would become pioneers, and build themselves a railway from scratch. Sixteen years ago, when the preservation movement was still in its infancy, this would no doubt be considered by some to be a somewhat foolhardy venture. Groups of idealogical teenagers, with wild schemes and next to no finance, just didn't build railways.

The hunt for a site became of paramount importance as more and more items of stock were accumulated, and at length a potential base, known locally as 'the Lake', a disused claypit at the picturesque village of Hesketh Bank, was discovered.

Adjacent to the site was the trackbed of the former BR Preston to Southport line, part of the original West Lancashire Railway which BR closed in 1964, and from which the preservationists now take their name.

Tracklaying began almost immediately the newly-formed group arrived on the site, using materials recovered from a local brickworks. The first item of rolling stock to arrive was, conveniently, a flat wagon – a homemade, distinctly Heath Robinson device – utilising a pair of the two-foot gauge axles also supplied by the brickworks company.

The first locomotives also arrived via the courtesy of a local firm, the Burscough Brick and Tile Works. These were a pair of Ruston and Hornsby four-wheel diesels, purchased for the princely sum of £25 each. The first of these, a type 13DL built in 1951, arrived on site in April 1968, and amidst much smoke and fury, became the first locomotive to run over the metals of the new West Lancashire Light Railway.

The second Ruston diesel was delivered in 1969, being pressed into service without delay to replace the then ailing 13DL, which was subsequently withdrawn from service for a complete overhaul.

While the first priority was, naturally, to get the site properly established, thoughts inevitably turned to steam. Every railway needed a steam locomotive, and particularly a railway which was seeking to have a representative selection of industrial narrow gauge machinery.

Narrow gauge steam had long since disappeared from this particular locality, and so the group's attention was focussed in the direction of north Wales, and the slate quarries at Dinorwic, then the only location in the UK where suitable narrow gauge steam motive power still existed.

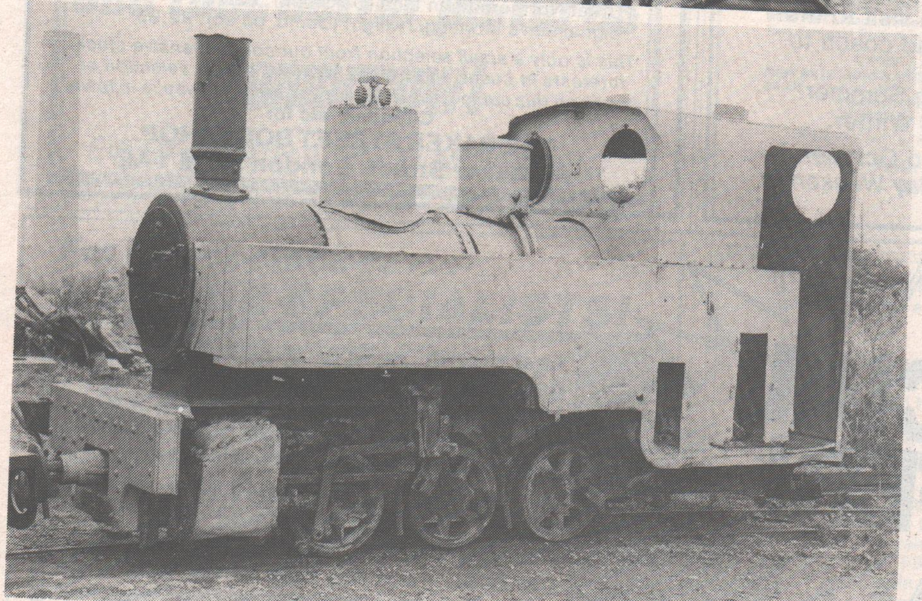
The West Lancashire Light Railway was however in for a rude shock; the prices being quoted for these redundant locos were far beyond the group's limited resources. Subsequently though, at an auction held to dispose of the remaining assets of the Dinorwic system, the group made a successful bid for the frames, wheels and cylinders of one of the remaining four steam locomotives, Hunslet 0-4-0ST No.823 of 1903, named *Irish Mail*. Somewhat euphemistically, this item was described at the auction as 'a

Above: The working strength of the WLLR; from left to right: Philip Hilton, Alan Jones, Paul Smith (engineer), Helen Sephton, Martin Frodsham, Michael Spall, Andrew Sephton, Paul Saddington, Keith Nicholls. Missing from the picture are Secretary/Treasurer Neil McMurdy, Chairman Graham Fairhurst, David Geering and Gordon Birch.

Top right: The Becconsall terminus of the WLLR at Hesketh Bank, with the main workshop on the right, and the station building, incorporating ticket office and sales counter on the left. Both buildings were built by the line's volunteers.

Right: With most volunteer effort being directed towards the restoration of 'Irish Mail', Kerr Stuart 0-6-0T No.2405 (built 1915) has been little more than an ornament on site for the past 10 years. However, a five-year restoration programme will begin this winter, if 'Irish Mail' comes through a boiler exam without showing any serious defects.

Below: 'Irish Mail' arrives at Willow Tree Halt, with one of the Railway's four passenger coaches which were all formerly in use on Southport Pier Railway. Two were acquired direct from the Pier Railway, the others from Steamport, Southport. Each has a 20-seat capacity. All photographs: Brian Dobbs.



steam locomotive in need of restoration'. That was certainly not the way the volunteers of the WLLR described it.

The remains of the Hunslet were duly acquired and removed from Dinorwic to the safety of the Hesketh Bank site in December 1969, where the arduous task of rebuilding could begin in earnest.

That brought into focus the small matter of the boiler – the heart of any steam locomotive. *Irish Mail* didn't have one.

Undaunted, the group showed the same vigour and determination in searching for a suitable secondhand boiler as they had done previously in saving the remains of *Irish Mail*, and in June 1972, another equally derelict Hunslet named *Alice* was purchased from what remained dumped out of use at Dinorwic.

It was this boiler that was retained for eventual use with *Irish Mail*, the remainder of *Alice* being sold off to the Bala Lake Railway – another narrow gauge line in its infancy with an interest in ex-Dinorwic engines.

Rebuilding of *Irish Mail* necessitated regauging the locomotive from 1ft.10in. to two foot to allow it to run on the Hesketh Bank system. At the same time as the regauging was taking place, the opportunity was taken to retyre the wheels – a task very much more complicated than it sounds. This was eventually accomplished amidst much sweat, toil and tears, using new rolled steel rings supplied by British Steel, and a bath of hot oil somewhat resembling a cauldron of bubbling sulphur – definitely not a job for the faint hearted to tackle.

The obligatory boiler examination for insurance purposes revealed the need for a new inner steel firebox and a full set of tubes. Again the Railway broke new ground, drawing up the specification for a new firebox design. The specialist nature of this type of fabrication however demanded that actual construction be contracted out to a local engineering concern.

Due to height restrictions at the Dinorwic Quarries, it had been normal practice to run locomotives without cab roofs, but in its early life *Irish Mail* did carry a cab, and in fact was the only locomotive on the Dinorwic system to do so. It was decided at the outset to restore the 0-4-0 to its original condition, and it is in this guise, with overall cab, that it now runs.

The rebuilding of *Irish Mail* was a tremendous achievement, and a milestone in establishing the West Lancashire Light Railway. This labour of love, steered by the Railway's engineering brain Paul Smith, took ten years to complete, culminating in the first successful steaming at Hesketh Bank in 1980. This year, *Irish Mail* celebrates its 81st birthday, and in so doing, will give visitors to the Hesketh Bank site a glimpse of industrial heritage which so nearly went to the melting pot.

There is only one thing better than owning your own steam locomotive – and that's owning two – and not surprisingly, once *Irish Mail's* future had been secured, the WLLR membership went in search of a stablemate.

The search ended on the other side of the English Channel, with the discovery of an almost forgotten Kerr Stuart 0-6-0 tank engine which had been out of use since 1956. This somewhat obscure locomotive (Works No.2405 of 1915) is one of only five that still survive, originally being built for use by the French Government Artillery Railway during the First World War.

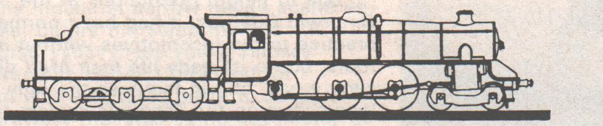
All five locos were discovered at a quarry midway between Calais and Boulogne, and although No.2405 was inspected in 1973, it was not until the following year that negotiations for its purchase were successful. It was eventually brought back to England and now resides at Hesketh Bank, the subject of what will be another long-term restoration project.

The West Lancashire also hosts a varied and interesting line-up of narrow gauge diesel power, with examples from Simplex, Planet and Lister. Throughout the winter months, members have made great efforts to improve the site, relaying much of the trackwork and a new loop, with the intention of displaying more of the stock and releasing more effort for locomotive restoration.

Visitors to Hesketh Bank will find a railway unique in many ways, and are assured of a warm welcome. The Railway has all the narrow gauge charm associated with its larger and better-known contemporaries, but has a personality and enthusiasm that is not always identified with some other railways.

Hesketh Bank station is open to visitors every Sunday from March to the end of September, with *Irish Mail* usually in steam on the last Sunday of the month, every Sunday in August and on Bank Holidays. Sunday July 22 has been designated this year's special open day, with a range of extra attractions.

● My thanks to all the members of the West Lancashire Light Railway for making my visits to Hesketh Bank so enjoyable, and in particular to Neil McMurdy and Graham Fairhurst, for all the help they so freely gave in the preparation of this article.



STEAMTOWN

RAILWAY MUSUEM LTD.

Warton Road, Carnforth, Lancashire LA5 9HX.

Telephone: Carnforth (0524) 734220/732100

Step back into the past when Steam ruled the rails! View the famous FLYING SCOTSMAN, SIR NIGEL GRESLEY, LORD NELSON and other locos. Ride behind steam engines on the Standard & Miniature Railways as many times as you wish.

All rides are included in the admission price. Browse in Collectors Corner and the Souvenir Shop and then have a leisurely meal in the Fireman's Rest Cafe and then a visit to the Model Railway, housed in a road coach to complete your visit.

Open daily: 9.00am – 5.00pm Summer.
10am – 4.00pm Winter.

Steam rides: Sundays Easter to October, Daily July & August, & Bank Holiday Weekends.

London Railway Centre

at THE BAKER STREET BOOKSHOP

BOOKS BY MAIL FROM LONDON'S LEADING STOCKIST OF RAILWAY LITERATURE
POST FREE INLAND SERVICE.
ACCESS AND VISA – PHONE YOUR ORDER TO OUR 24-HOUR SERVICE (01) 486-6959

Complete range of OPC, Ian Allan, David & Charles titles always available.

LARGE STOCKS OF ALL NEW TITLES AVAILABLE IMMEDIATELY ON PUBLICATION

Some forthcoming titles
(telephone to reserve or check availability):

British Railway Wagons (D&C) **£12.95**
Narrow Gauge Railways of British Isles (D&C) **£9.95**
The History of the Midland Red (D&C) **£10.95**
Prototype Locomotives (D&C) **£8.95**
Lines to Torrington (OPC) **£11.95**
Diesels in the Regions: Western (OPC) **£7.95**
Illustrated Introduction to LMS (OPC) **£9.95**
Midland Coaches (OPC) **£13.95**
LMS Miscellany Vol. 2 (OPC) **£9.95**
On Southern Metals (OPC) **£7.95**
British Steam Lives (Blandford) **£10.50**

From the Smaller Presses:

The Poppyland Flier (Cromer – N. Walsham) **£3.50**
Colour of Steam 1. GWR **£2.50**
Golden Ages of Buses (New pb ed) **£6.95**
N.E. Rly Buses, Lorries and Autocars **75p**
Rails to Prosperity (Barry & After) **£5.95**
The Branch (Plymouth-Tavistock S. – Launceston) **£4.50**
Great Northern Main Line (Oakwood) **£2.70**
Signalman's Morning/Twilight (Comb. pd ed) **£2.95**

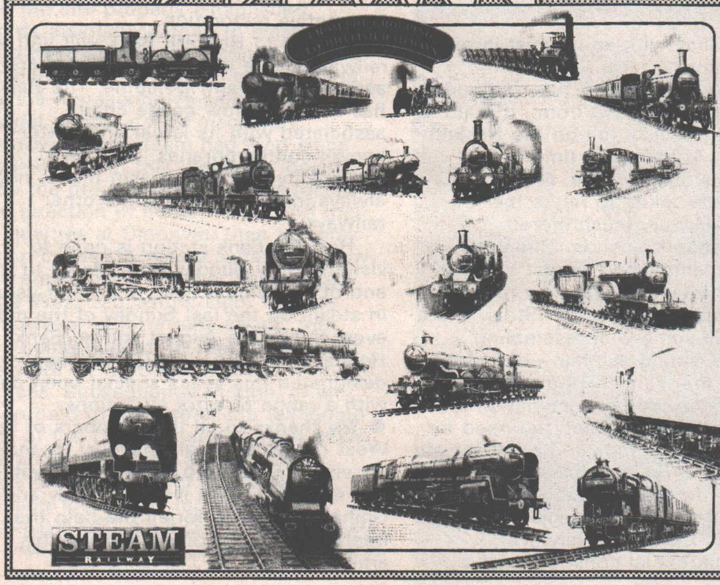
This is only a small selection from our comprehensive stock. Interests in buses and trams? We have a wide selection of books on this subject too. Pay us a vist next time you're in town.

Cheques, etc to:

THE BAKER STREET BOOKSHOP
33 Baker Street, London W1M 1AE

Opening hours: Monday to Friday 9.30am to 5.30pm; Saturday 10.00am to 1.00pm

SPECIAL OFFER!



Last month, in STEAM RAILWAY, we gave a beautifully illustrated poster by Mike Turner — 'From pre-grouping to British Railways' — which outlined the history of locomotive development.

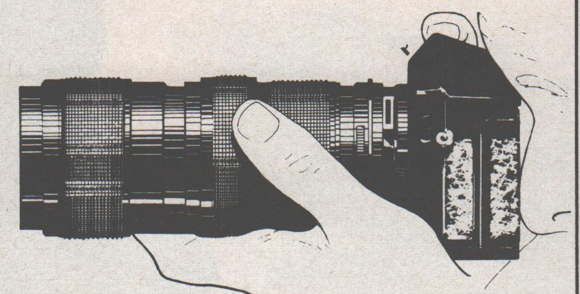
Unfortunately, the poster had to be folded which left it creased. But, knowing how our readers want not just the best — but the best of the best —we are offering unfolded copies of the poster for just £1.00, post and packaging free! Upon receipt of payment we will send you the poster rolled in a heavy duty cardboard tube, undamaged and not a crease in sight.

If you are happy with our free give-away from last month, we are delighted, but if you demand that little bit extra then we are sure you will want to take advantage of this offer. And if you happened to miss last month's STEAM RAILWAY here is your golden opportunity to make amends.

Send to:

Steam Railway Poster Offer
14 Holkham Road
Orton Southgate
PETERBOROUGH
PE2 0UF

PRACTICAL photography



Pick up a copy today and take better pictures tomorrow!

EVERY MONTH AT YOUR NEWSAGENT

RAIL VIDEO

Rail Video are now producing video tapes covering all railway subjects. Watch future adverts for details of latest titles.

AVAILABLE NOW:-

RV1 End of Steam on the Bournemouth Line. The transition from steam to diesel and electric traction, made from film shot in the sixties.
APPROX 1 HOUR. COLOUR. £25.00 (POST FREE, U.K. ONLY).

RV2 Last Deltics. Some of the last Deltic tours on B.R. including the "Deltic Scotsman Farewell". From film this tape shows these tours and some green Deltics. Also Deltics in the scrapyard.
APPROX 1 HOUR. COLOUR. £25.00 (POST FREE, U.K. ONLY).

RV3 The Southern Knight (Revised Version). Video coverage of 777 Sir Lamiel running between Leeds & Carlisle, over the Settle & Carlisle on M.N.N.L.P.S. Railtour, plus 4498 at Garsdale.
APPROX 2 HOURS. COLOUR. £29.95 (POST FREE, U.K. ONLY).

RV4 Longmoor and After. Locos of the L.M.R. before closure including 600, 196, 34023, 35028, 92203 & 75029. Also some of these locos at work elsewhere after closure of the line. Includes 92203 on Eastleigh-Westbury tour.
APPROX 1 HOUR. COLOUR. £25.00 (POST FREE, U.K. ONLY).

RV5 British Steam in the Sixties. Film of steam at work on B.R. on Southern, Western and London Midland Regions. Includes Bulleids, Standards, Maunsell classes, Halls, Castles, Manors, Western tanks etc, Stanier Classes, WD classes and a few diesels in green livery.
APPROX 1 HOUR. COLOUR. £27.00 (POST FREE, U.K. ONLY).

RV6 Steam Tours of the Early 70's. Made from film and includes tours with 6000 Hereford-Shrewsbury, 4771 &4498 Tyseley-Didcot and return, 35028 Hereford-Chester + 6000 again.
APPROX 1 HOUR. COLOUR. £25.00 (POST FREE, U.K. ONLY).

RV7 4472 Flying Scotsman Diamond Jubilee Celebrations. Video of 4472 on exhibition at B.R.E.L. Doncaster 26/2/83, and coverage of the loco's return to the ECML with video from the train at Kings Cross, & Peterborough to York in March 83.
APPROX 2 HOURS. COLOUR. £29.95 (POST FREE, U.K. ONLY).

NEW RV8 Orient Express to Kingswear. Video coverage of the M.N.L.P.S. tour to the Torbay Steam Railway with the VSOE Pullmans. Includes journey on T.S.R. with 7827 and 80064.
APPROX 1½ HOURS. COLOUR. £27.00 (POST FREE, U.K. ONLY).

NEW RV9 Evening Star at Didcot. Video coverage of 92220 in steam and running at the G.W.S. Depot at Didcot. Also includes 1466 and 3738 in action. This was the last appearance of 92220 at Didcot.
APPROX 1 HOUR. COLOUR. £25.00 (POST FREE, U.K. ONLY).

NEW RV10 Come to the Bluebell. Video coverage of the Bluebell Railway in action at 1983 Enthusiasts Weekend. Locos featured include 21C123, 33001, 75027, 30064, 30583, 3217, 928, Stepney & Fenchurch.
APPROX 1 HR 20 MINS. COLOUR. £27.00 (POST FREE, U.K. ONLY).

NEW RV11 Black Prince and the E.S.R. Video coverage of 92203 "Black Prince" in steam on the East Somerset Railway in 1983. The tape also features 47493 and "Bluebell" in action on the railway.
APPROX 1 HOUR. COLOUR. £25.00 (POST FREE, U.K. ONLY).

NEW RV12 34092 & 4472 on the Cumbrian Mountain Pullman. Video coverage from the train of 34092 "City of Wells" hauling the CMP from Carnforth to Hellifield, and 4472 "Flying Scotsman" Hellifield to Carlisle over the famous Settle & Carlisle line.
APPROX 2½ HOURS. COLOUR. £29.95 (POST FREE, U.K. ONLY).

State if V.H.S. or Beta format required. Please allow 28 days for delivery.

RAIL VIDEO, 44 Glenferness Avenue, Bournemouth, Dorset BH3 7ET.

For better pictures . . .

USE THE SPECIALISTS!

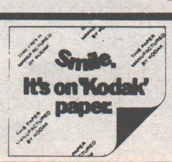
As a photo processor we have been around over 50 years, and for the last 14 years have devoted a section of our business to railway photographers. We are suppliers of processing to leading preservation groups such as G.W. Society, Severn Valley Railway, Bluebell Railway, Deltic Preservation Society, A4 Loco Society, and many more. If we can please them – how about you? We offer a very comprehensive service in Colour and Black and White. A few prices are shown here – full list sent on request.

SOME SERVICES FROM 35mm	36 exp	24/20 exp
Col neg. to 5¼" x 3½"	3.99	2.99
Col. neg. to 6" x 4"	5.99	4.50
Black & White to 5" x 3½"	5.88	3.80
Ektachrome process/mount	3.25	2.50

Full range of machine and hand made enlargements available.
Add 25p p&p. Send in strong envelope.
Mailing bag on request.

PhotoRail Processing

R. ELLIFF & CO. LTD.,
DONCASTER ROAD,
DENABY,
DONCASTER DN12 4HX
Telephone Rotherham 863352.



PLYMOUTH VALLEY RAILWAY CO LTD PUBLICATIONS

present the first in a great new series about West Country Railways

THE BRANCH

Plymouth-Tavistock South-Launceston by BERNARD MILLS

This much lamented West Country Branch line is described by the author who had the good fortune to ride on the route many times before its closure.

★ A history of the branch and associated railways.
★ A journey from Plymouth to Launceston in words and pictures then and now
★ Closure in the snow. How nature had the last word.
★ Demolition and Decay ★ Resurgam The Plym Valley Railway

The engine that ran away. 142 photographs many unpublished.
134 pages. £4.50+50p p&p if direct from Plym Valley Railway Co Ltd
Available from many leading bookshops and preservation societies or direct from

THE PLYM VALLEY RAILWAY CO LTD SALES
MARSH MILLS STATION, PLYMOUTH PL7 4NL

ISBN 0 9508754 0 6 Trade Enquiries Welcome

STEAM MEMORIES ON VIDEO

If you remember the B.R. Steam Era (pre Aug 1968) with affection and have a VCR, then read on! . . .

VIDEO STEAM MEMEORIES (Vol. 1) – the FIRST ever full one hour video programme devoted to 'Pre 1968 Steam'.
('THOROUGHLY RECOMMENDED'. Railway Reflections . Vol. 21) FEATURES S&D .. B.R. Std 5 4-6-0s, S&D 2-8-0s, W.R. 0-6-0PT & 2251 0-6-0, Std 78XXX 2-6-0, DONCASTER-YORK A4s, A1, B1, V2, A3. SKIPTON AREA – A4 'Golden Eagle', Clan, Brit, d/hd Black 5/Jub, Caprotti Blk 5, Midland 4F 0-6-0. R.O.D. CHASE – 9Fs, W.D. 2-8-0, LNER 04/8 2-8-0 No.63732 'chased'. SOUTH PENNINES – d/hd Blk 5s, Clan, Duchess, Crab banking Jub (Copy Pit), decline of the Duchesses. READING-GUILDFORD. Us & Ns plus B.R. Stds. NINE ELMS SHED – MNs, WC/BBs, Q1, BR Std 5. LICKEY INCLINE (1950) M.R. 2P 4-4-0, 8F, Jub, AND BIG BERTHA!
(N.B. GWR enthusiasts need not feel hard done by . . . there is a separate FULL ONE HOUR programme – WESTERN STEAM MEMORIES!!)

Official stockists include:-
SEVERN VALLEY RAILWAY, WORTH VALLEY RAILWAY, ROMNEY HYTHE & DYMCHURCH

Alternatively send 50p for our catalogue PLUS details of our Video Club (that gives you up to 40% discount). SEND TODAY!!

JILL GRIFFITHS,
STIRLING VIDEO CLUB,
P.O. Box 76, Reading, Berkshire RG4 0LB.

All rights reserved.

THE GLORIOUS YEARS

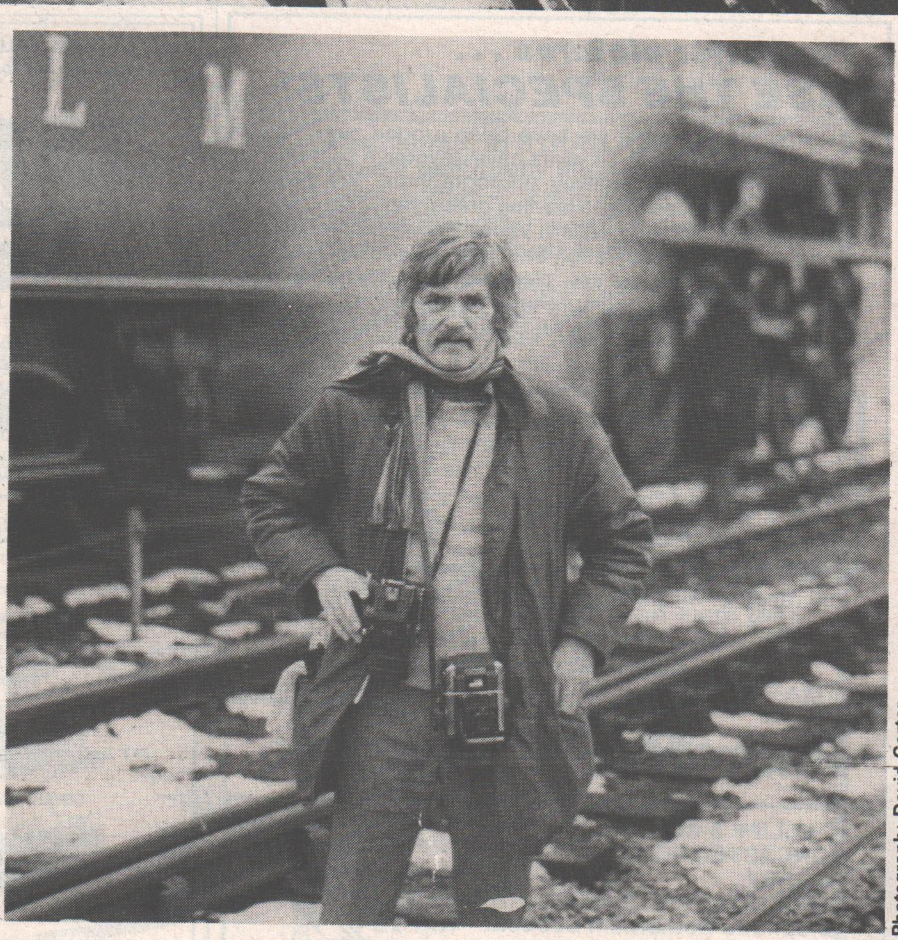
Guest photographer

Jim Carter

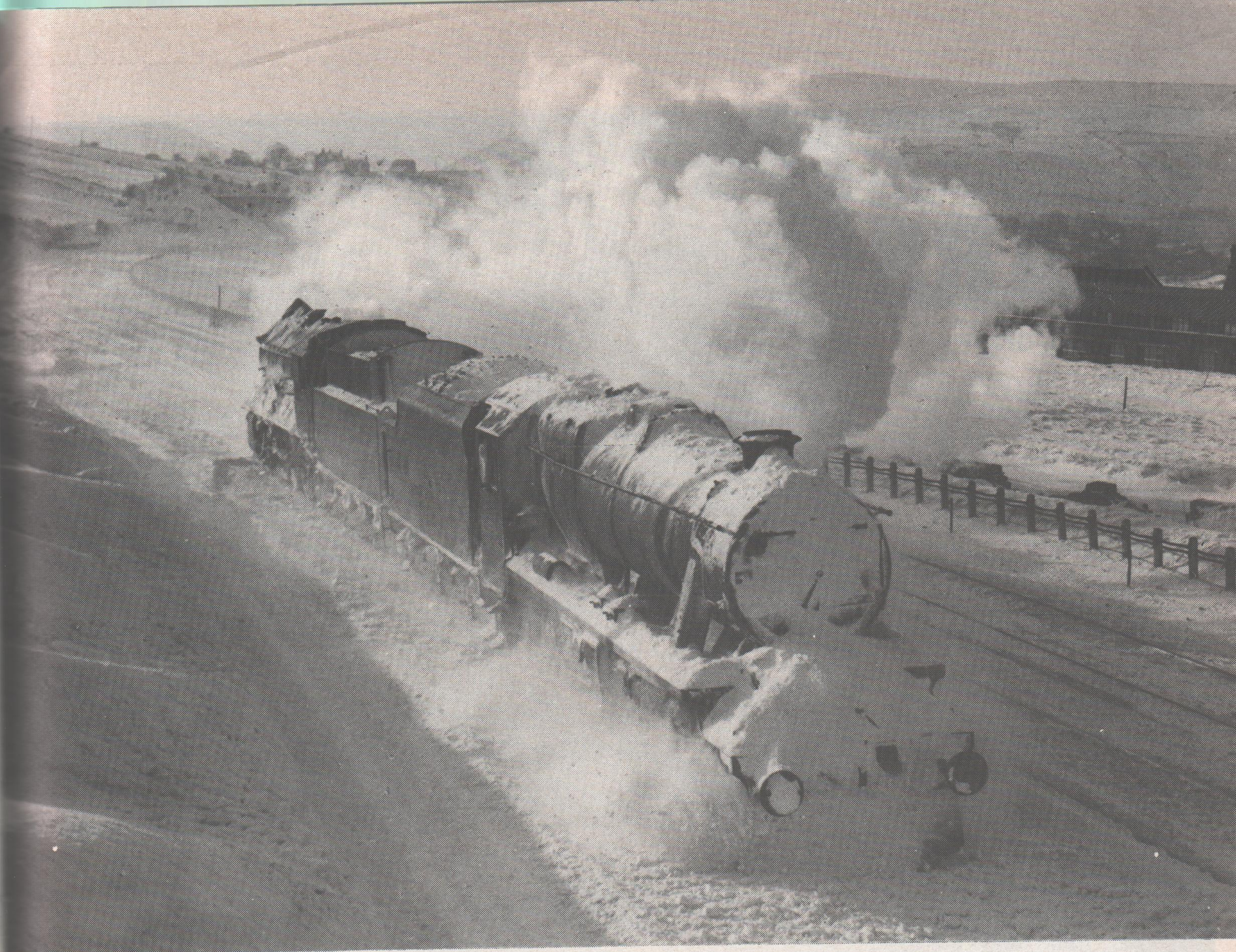
I REMEMBER a time, a little after the war, when my father took me on a trip to St. Helens Junction, our local station. Blackout regulations had just been lifted, and for the first time in my life, I saw a steam locomotive at night.

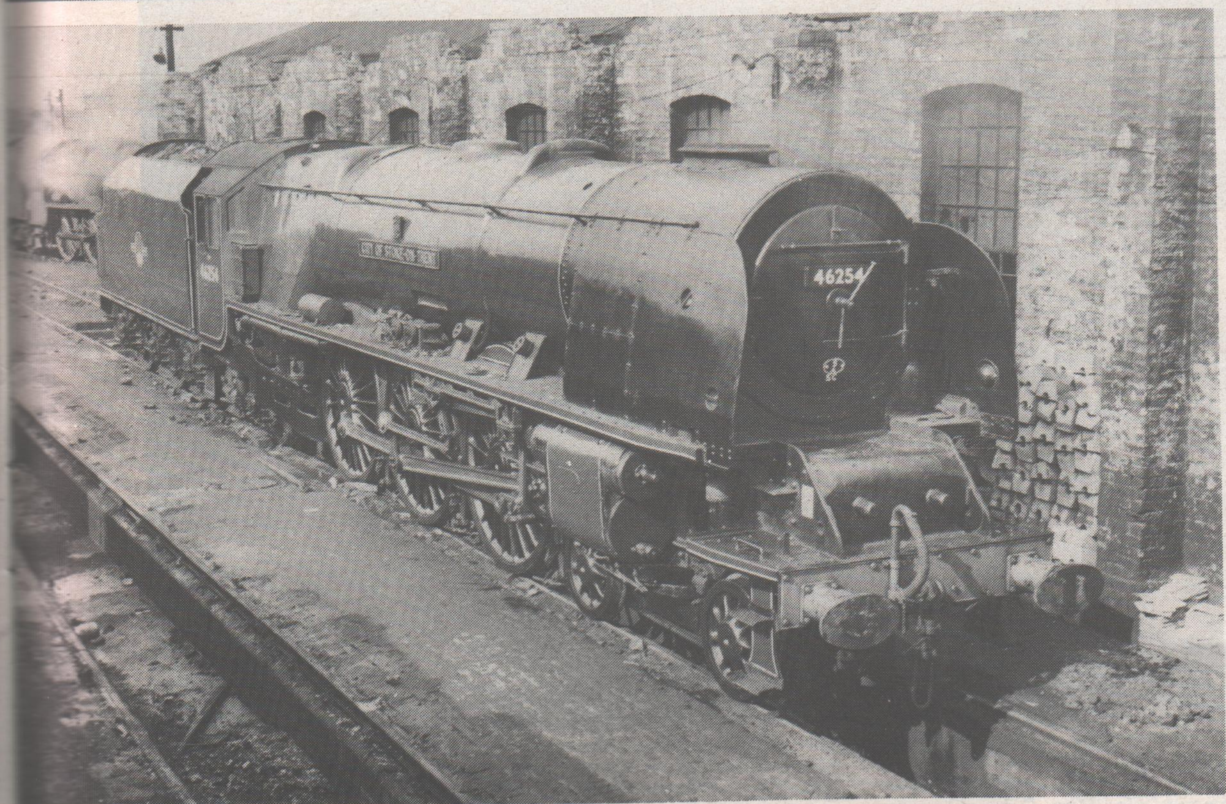
The vision was a magical one; it seems so fresh in my mind I can hardly believe it was all those years ago: the great bulk of a green express engine – probably a 'Scot' or 'Jubilee', the clatter of the fireman's shovel on the lap plate; the hiss of escaping steam and the reflection from the fire, seeming to light up the whole station.

Standing there by my father's side that night, all these things became indelible in my mind. As we watched the glow of the tail lamp disappear into the night, I probably even wished – as schoolboys often did – that one day I would be the man up there on the footplate. I never



Photograph: David Carter





Above: Pennine snowplough, Diggle, 1963. The combined forces of a WD 2-8-0 and LMS 2-8-0 charge the snowbound lines near Standedge Tunnel – one of the most rewarding photographs I have ever taken. My policy of always carrying my camera on the footplate, really paid off this day.

Left: A rose among thorns – 'Duchess' Pacific No.46254 'City of Stoke-on-Trent' on the ashpits at Crewe North, in the early 1960s. This shed always had a tumbledown, battle-scarred appearance.

Facing page, top: Crewe North shed – an oft-visited haunt, but the presence of Stanier 'Coronation' Pacifics was the only justification I needed to keep going back there. An early 1960s view from the roundhouse shows No.46256 'Sir William A. Stanier FRS' (left) and No.46232 'Duchess of Montrose' on the turntable.

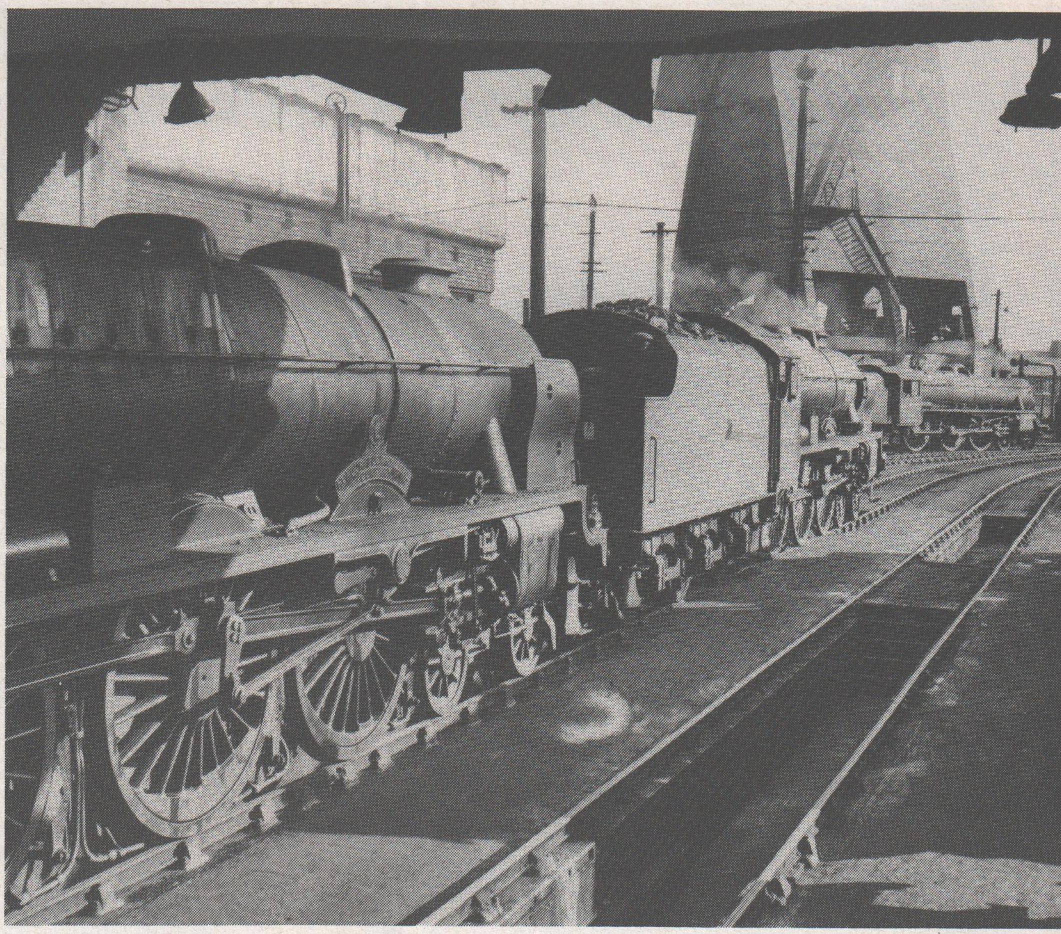
THE GLORIOUS YEARS

Jim Carter

imagined that one day I would be – or that the fascinating lure of a steam locomotive at night would draw me back to stations and sheds time and time again, in my efforts to capture the mood of steam at night, on film.

As I grew older my fascination for steam locomotives became stronger, and it wasn't long before I was an enthusiastic engine spotter. Saturdays during the late 1940s and early 1950s would be spent with my brother at Wigan North Western station, where we could see Stanier 'Duchesses' blasting through with the northbound expresses, and coasting the 50mph curve with the southbound ones. I recall one of those hot Saturday afternoons in particular, when an immaculate Brunswick green 'Jubilee' clattered in from the north, and we saw for the first time No.45552 *Silver Jubilee*. I wasn't to know then that one day I would work the footplate of that famous locomotive.

Like many railway photographers, I have missed endless picture opportunities.

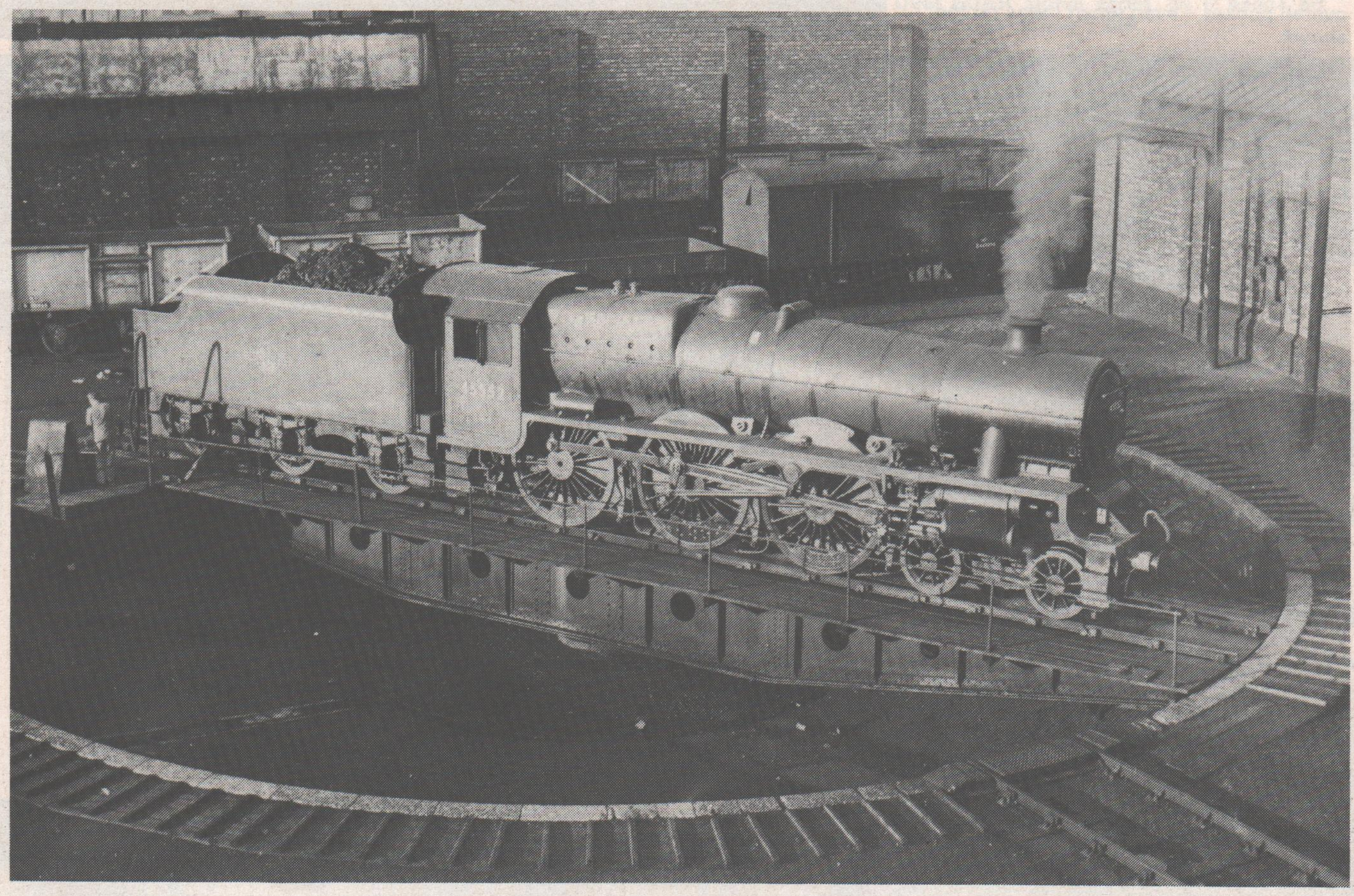


Above: Patricroft drivers pose at Huddersfield, in between road learning on the Manchester – Leeds 06.40 local with 'Jubilee' No.45646 'Collingwood' in the background. Left to right: Driver Aitken (affectionately known as 'The Colonel') who had just moved to Patricroft from Blackburn, Les Neilson who came to use from Sutton Oak, Mike Jones from Chester, and last but not least, John O. Williamson, who was my regular driver at the time.

Facing page, top: A brace of Stanier-rebuilt 'Royal Scots' on shed at Patricroft on May 17 1962. No.46144 'Honourable Artillery Company' (nearest camera) and No.46163 'Civil Service Rifleman' await their turns – the 22.20 Manchester Exchange – Holyhead express and 01.18 Manchester – Bangor newspaper train respectively.

Left: Patricroft Driver Reg Lawrence and Fireman Peter Holgate, with 'Patriot' No.45525 'Colwyn Bay' at Leeds, prior to making a record-breaking ascent of Marsden bank, with some shovel assistance from myself. Reg is now a Traction Inspector at Preston, and can often be seen in charge of preserved steam locomotives working out of Carnforth. Sadly, Peter is no longer with us. He met a tragic death whilst on duty at Adswood sidings, Stockport, in February 1964. A grand lad, his passing was a great loss to us all.

Below: On the turntable at Patricroft shed, the engine I first saw as a young trainspotter, and later came to fire – No.45552 'Silver Jubilee' pictured in 1961. A glance at the tender reveals little coal but a lot of slack.



During train spotting years, when there was an abundance of steam traffic, the only photographic equipment I owned was the faithful 'Box Brownie' – a camera totally inadequate for the job of recording fast-moving trains, or even slow-moving ones, come to that. Those early opportunities were lost forever.

Then in March 1959, I moved to Patricroft depot. There was still a little time left to record on film some of my favourite locomotives, and so from the somewhat privileged position of the footplate (and with a more 'serious' camera), I set about taking those photographs which now stand as my own record of those glorious years of steam.

My early efforts were greatly influenced by the work of Eric Treacy, who I was fortunate to bump into on several occasions while photographing steam locomotives. Schoolboy impressions did not fade easily: my favourite engines were still the Stanier 'Duchesses', and I confess to returning to the same locations time and time again to photograph them – Crewe North sheds, Edge Hill sheds, between the tunnels at Chester – anywhere in fact that time and transport would permit me the chance of photographing the 'Duchesses'.

Working on the footplate of steam locomotives however was not always the last word in good photographic opportunities, for the work was hard and dirty and the hours far from normal, but

THE GLORIOUS YEARS

Jim Carter

Right: Days of the 'Duchesses' at Liverpool Edge Hill. Taken in 1961, this driver's side footplate view finds No.46233 'Duchess of Sutherland' (now preserved at Bressingham, Norfolk) keeping company with No.46245 'City of London' (scrapped at Cashmore's yard, Great Bridge, Birmingham, December 1964).

Below: Stanier 'Pacific' No.46250 'City of Lichfield', photographed inside the roundhouse at Crewe North shed. This is one of my favourite 'Duchess' shots, and as with most of the photographs in this selection, was taken with a £15 Ensign Autorange folding camera which gave 16 exposures on a 120 film, and lived in my overall pocket – even when I was on the shovel.

there were times when rare opportunities did come along.

At 05.30 one Monday morning in January 1963, Driver Frank Hulme and myself booked on duty at Patricroft and travelled as passengers to Diggle, with orders to relieve a freight train from Mirfield and work it forward to Ordsall Lane, Salford. The weather was severe to say the least.

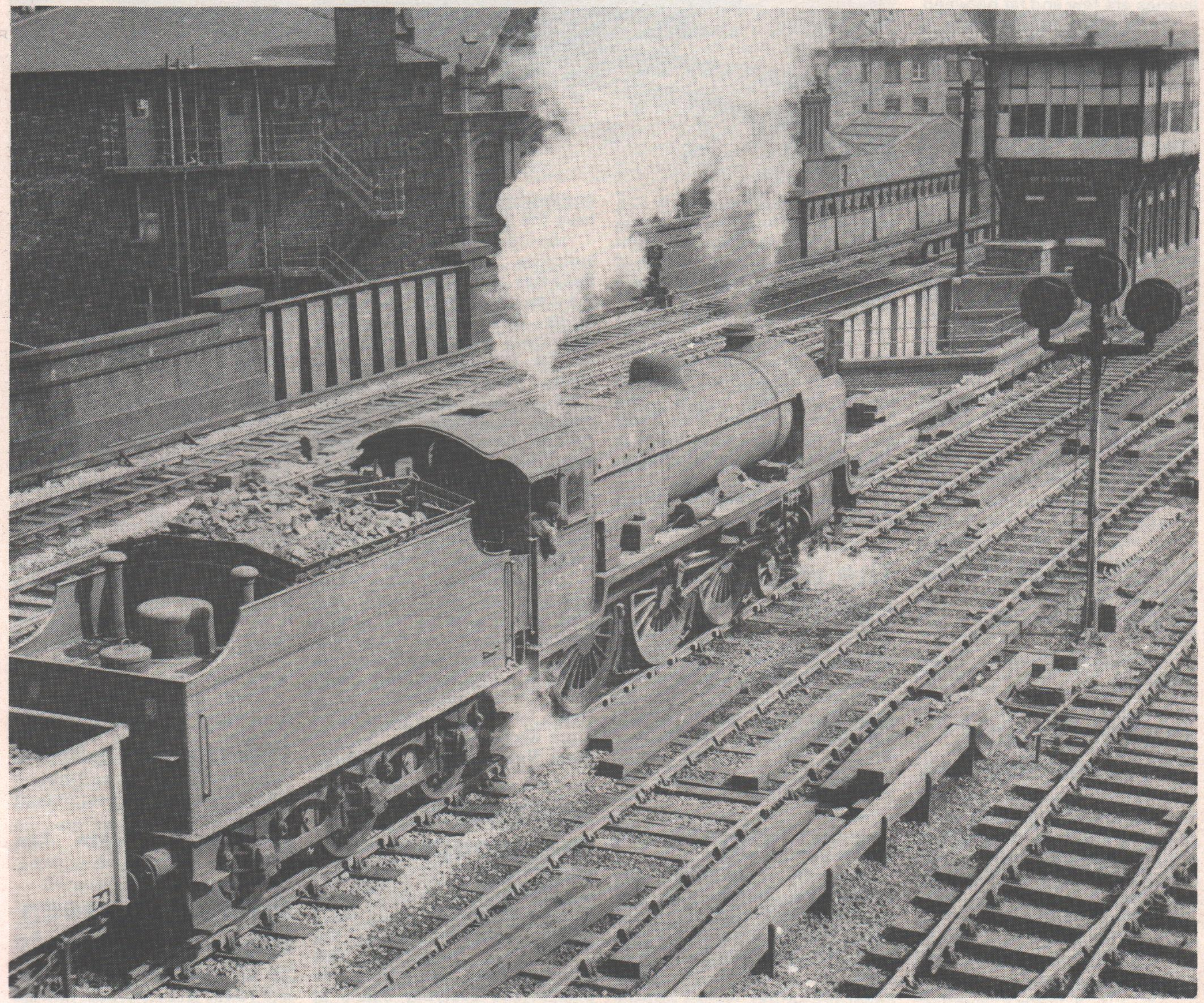
A DMU had stuck in a snowdrift at Saddleworth station, causing considerable delays, and trains were stood at nearly every signal as far back as Huddersfield. The Micklehurst line was completely blocked, and to cut a long story short, our train was cancelled. We were stranded at Diggle until the lines were cleared of snow.

Not many railway photographers would turn out in those conditions – but I was there as a footplateman, and my practise of always carrying a camera to work really paid off that morning. For once I was in the right place at the right time. The sudden appearance of a WD 2-8-0 and Stanier 8F 2-8-0 shooting out of the westbound single bore of Standedge Tunnel into the solid block of frozen snow wedged between the platforms, caught me off guard, but I made the most of photographing the remaining snow clearance operations.

I hope the inclusion in this portfolio of my shot of the Pennine snowplough – even though it has been in print before – will persuade the younger railway cameraman of the value of turning out regardless of weather conditions. One never knows when that once-in-a-lifetime opportunity will present itself.

Steam days were the greatest days, but a good many photographers hung up their cameras when steam traction ended on British Rail in August 1968. Some of us – I suppose we must now be described as 'the old school' – are still soldiering on, side by side with those who never knew the peace and tranquility of Shap, the Settle & Carlisle, and those countless other haunts of steam from the old days. The lineside now is crowded by a new generation of railway photographers whenever a preserved steam locomotive runs on BR metals, and I hear people say it's not the same as it used to be. It isn't, of course, but for this ex-engineman at least, that ringing of the rails and rush of steam still create that very special atmosphere which left its mark on me at St. Helens Junction station, going on 40 years ago.

Below: Unrebuilt Fowler 'Patriot' 4-6-0 No.45539 'E.C. Trench', with safety valves lifting, passes the automatic signals at Deal Street signal cabin, as it heads an eastbound coal train towards Manchester Exchange during 1958.



MAILBAG

Write to: Mailbag, Steam Railway, Bushfield House, Orton Centre, Peterborough PE2 0UW. Readers' letters should be concise and to the point. Please note that in view of escalating postal charges, letters to Mailbag will not normally be acknowledged.

BR livery has majority appeal

I WHOLEHEARTEDLY agree with your editorial sentiments regarding former BR maroon-liveried express passenger steam locomotives now in preservation.

The pre-1948 and pre-1923 liveries currently in vogue do provide a glimpse of some of the many liveries in use at one time or another, and no doubt bring pleasure to those who can recall pre-nationalisation days, but these venerable enthusiasts, I suspect, are now in a minority. Indeed, anyone able to vividly recall pre-grouping liveries would now have to be in his 70s.

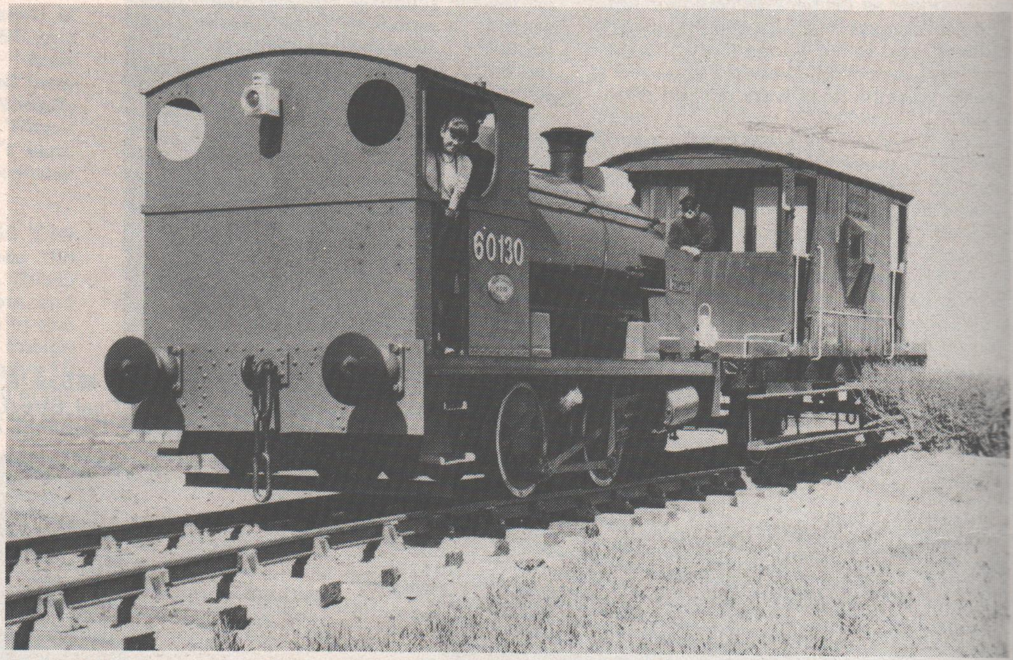
But what of the majority? Nurtured on steam from 1948 through to the end in 1968, we were treated to BR's traditional, splendid liveries of Brunswick green and standard black. These were, and presumably still are, the colours most familiar to the bulk of the railway enthusiast fraternity, yet sadly, locomotives in these familiar and photogenic liveries are few and far between.

Then there are instances of preserved ex-BR locos sporting liveries completely alien to their history, and ex-industrial engines repainted and renumbered to appear as though they were ex-BR. None of this, in my view, does anything to enhance a locomotive's 'natural' appearance.

Certainly variety is the spice of life, and a blanket covering of all former BR preserved locos in either Brunswick green or standard black would be both impractical and undesirable – but a better balance is called for. Full credit to those owners who have taken a lead in the restoration of post-1948 colours and numbers; perhaps others will follow suit.

Of course, cost may be a problem for some, but perhaps the NRM might consider setting an example? For instance, what about restoring 46229 *Duchess of Hamilton* to Brunswick green? Now that really would be a sight, and a wonderful, welcome glimpse of how things once were.

R. Schmidt, Crawley, West Sussex.



Below: The owner's prerogative – Nottinghamshire farmer Brian Roberts fitted Peppercorn A1-type smoke deflectors to his ex-industrial Peckett, painted it bright red and gave it the identity of the A1 No.60130 'Kestrel' – but has the 'natural' appearance of the Peckett been left behind? The real-life No.2129 (built 1952) and brake van are seen at Tollerton Hill Farm on April 23 this year. R.E. Ruffell.

Authentic and 'toytown' liveries

I WRITE in support of your view on liveries in the May issue editorial. Surely it would be in the interests of the custodians of *Leander, Kolhapur* or *Bahamas* to repaint one of these locomotives in BR lined green, if only on the basis of 'if you've seen one red one, you've seen 'em all'.

For the greater part of its working life, *Scots Guardsman* carried BR lined green. If this engine is restored to main line order, what more stirring sight could there be than the image of No.46115 pounding towards Ais Gill in BR livery?

However, at least the liveries of all these engines are authentic, unlike the 'toytown' liveries of *Royal Scot*, Fairburn tank No.2085, and the technically-incorrect *Blue Peter* and *Sir Nigel Gresley*. What is the point of preservation without authenticity?

R. Whiteoak, Keighley, West Yorks.

The wrong colour . . .

I TOTALLY agree with Peter Kelly's editorial (May issue), which highlighted the sparsity of locomotives carrying the BR lined Brunswick green livery. I saw the final decade of steam on BR and well remember seeing 'Scots', 'Patriots' and 'Jubilees' in the green livery which looked so superb, particularly when the locomotive carried the diagonal yellow cabside stripe.

It is easy for the people who throng the slopes and fells alongside the S&C to moan about liveries, but it is 'the few' who rise at unearthly hours to light up fireboxes on steam days, or who spend winter weekends crawling underneath to carry out repairs, who should have the biggest say on liveries.

Having said that, it is equally ludicrous that *Leander, Bahamas* and *Kolhapur* all carry the maroon livery. It makes good sense that when an engine undergoes a major overhaul, it should be outshopped in a change of livery.

It is also important that realism is adhered to, and I cannot condone the liveries which have been applied in recent years to *Scots Guardsman*, the two Fairburn tanks on the Lakeside & Haverthwaite Railway, and the USA tank on the Worth Valley.

The owner of a locomotive who spends so much money and time on maintaining it, must have the casting vote, but what is the point of spending thousands of pounds, and exerting so much effort in the restoration of a steam locomotive, only to paint it the wrong colour?

Mark Neale, Heaton, Bradford.

Obsessed by pre-grouping

I HEARTILY endorse your plea in the May editorial for greater use of lined Brunswick green. As a steam enthusiast during the 1950s, I remember this attractive livery very well. It was part of the everyday scene at Brimingham New Street and Kings Norton (on the cross-country Newcastle – Bristol route) where we saw mainly 'Jubilees', 'Patriots', and 'Royal Scots' and, when funds allowed, at Tamworth on the West Coast Main Line where we delighted in the addition of 'Royals' and 'Semis' to our list of 'cops'.

No.46235 *City of Birmingham* at the Birmingham Museum of Science and Industry is of course resplendant in green livery, but is destined never to move beyond the walls of the Museum.

The railway preservation movement's preoccupation with grouping and pre-grouping liveries is frustrating to a mainly post-war enthusiast; I hope that a strong body of opinion will result in a return to Brunswick green on these classes on preserved lines.

I am, incidentally, agreeably surprised to note that the 'takeover' of *Steam World* by *Steam Railway* has turned out to be more of a merger, and that we are now getting the best of both publications.

L.A. Stoner, Colwyn Bay, Clwyd.

Brunswick green looked 'terrible'

AS AN LMS trainspotter of the late 1940s and early '50s, I always felt cheated out of seeing the

glamorous pre-war livery; it gives me a real thrill to be able to see the Compound, *Leander* and *Duchess of Hamilton* looking so wonderful in their maroon paintwork. Gold lettering and numbers on the Duchess tender would be even better.

With the exception of *Lord Nelson's* 'bathtub green', the pre-nationalisation liveries are more attractive than BR (ex-GWR) green, which, without the copper and brass GW trimmings is pretty drab.

There are plenty of GWR, SR and BR engines which show off Brunswick green, and I would suggest that the greatest possible variety of liveries will make the overall scene more attractive.

I remember standing on Crewe station enthralled by the sight of gleaming Caledonian Blue 'semis' on the 'Royal Scot'. These engines looked absolutely superb in this colour, and when I saw one outside the works in freshly-painted Brunswick green, I could hardly believe my eyes. It looked terrible.

Peter Cope, Wolverhampton, West Midlands.

Steam to Exeter - the BR view

I RECENTLY used the BR staff suggestion scheme to put forward the idea of a steam service between Paignton and Exeter during the summer months. Readers may draw their own conclusion from the reply I received, as follows:

'This suggestion is completely impractical, particularly in the summer months, due to the intensive use of the route by Inter City trains to and from London, Birmingham, Leeds, Newcastle, Manchester, Liverpool, Glasgow, Aberdeen etc.

The Torbay Steam Railway has no locomotives passed fit to travel on BR metals, and the likely level of return from such an operation is not such as to encourage the commitment of considerable administrative resources. Steam is not a highly profitable operation, and the suggestion must be declined therefore.'

M.J.H. Robinson, Stoneygate, Leicester.

Disinterest by Dame Margaret?

JUDGING by public reaction, there is, quite rightly, grave concern about the London and North Western Railway G2 0-8-0 at Blists Hill.

Because the old 'Premier Line' is so poorly represented in the National Collection, the 'Super D' should be made available for display at a nationally recognised steam railway. I am not decrying the potential of Blists Hill, but it is not recognised as a steam centre; surely another engine, less important to the nation, could satisfy the Blists Hill desire to have an engine on show?

The rebuilt 'West Country' *Braunton* at Barry would be quite adequate after cosmetic restoration similar to the treatment given to *Ellerman Lines* at the NRM. *Braunton* is never likely to run again; I accompanied a BR boiler inspector and fitter to examine this engine and the firehole plate is badly buckled through overheating (due to heavy sludging), and the engine has been heavily stripped underneath. With new boiler cladding though, the engine could be made to look smart.

One can fully understand the NRM's preoccupation with passenger types for main line steam tours, and perhaps even forgive the slight preference shown at York for LNER types – but the apparent lack of concern for this last survivor of its class, is unforgivable.

All this reflects rather badly on Dame Margaret Weston, the head of the Science Museum; the absence of any response by her to correspondence over the 'Super D' seems to reflect disinterest, or worse, ignorance of the unique importance of this rare machine.

Graeme Binns, Stokesley, North Yorkshire.

Footplate opinion counts most

FROM time to time your magazine publishes letters or articles referring to locomotive efficiency and performance, be it thermal efficiency, boiler efficiency, steaming rate, tractive effort or whatever.

It seems that most of the opinions expressed are based on statistics, tables, logs or technical information sheets – but few of these letters, if any, come from drivers or firemen.

As a former fireman at Bury MPD and Newton Heath, I always found that with most drivers it was more a personal opinion or choice as to which class or type of locomotive was better than any other – the question of thermal efficiency, boiler efficiency or tractive effort never arose.

There was also the case for individual locomotives; for example a good steaming Black 5 would be preferable to a poor steaming 'Jubilee', and so on.

Technical information and specifications have a place with railway enthusiasts and BR staff, but please remember too the opinions of the former drivers and firemen – we are the chaps to give you first-hand details on locomotive performance.

Perhaps I could just add my own opinion on two other topics widely discussed – firstly, black smoke at the chimney. Although we were always told this was bad and that an engine would not steam very well, I found this not to be the case. The more black smoke, the better she would steam!

Secondly, regarding the 'little and often' firing technique. We had a night shift duty at Bury working a Bury – Healey Mills fitted freight. Motive power was normally a Horwich 'Crab' (the National Collection engine No.42700 was often on this turn), and when a certain driver and myself were rostered on this duty, we would often fill the firebox whilst on shed, and the shovel need not be touched again all night!

Bill Kitchen, Bury, Lancs.

A fitter's list of nasty jobs

WITH reference to the recent debate on clean and dirty locomotives, as a time-served locomotive fitter (steam and diesel) I would have loved to have been able to work on clean engines – even ex-works ones – but it was never possible.

The point really is that a clean engine is generally in good order – as with all machinery, it pays to keep on top of cleaning and maintenance. To hack your way through years of accumulated grime to see what the job was about, did not endear maintenance staff to the steam locomotive.

Even with the interest of generations in railways, it was sometimes a case of 'What am I doing here?' although I must admit, in my case, this didn't happen too often.

Some horrible jobs I remember included:
inside motion problems on LMS 4Fs,
horn blocks on B1s,
piston valves and mileage exams on Annesley 9Fs,
hot boxes on Midland 2Ps,
winding cylinder lubricators for what seemed like hours, to ensure a good flow of oil,
working inside smokeboxes on superheater elements, main steam pipes, and (GWR curse) smokebox regulators (at Nottingham only No.48000 had this feature, but one engine was enough),
clearing rocker grates with boiler pressure at 200lbs inside the firebox.

C.J. Perkins, Lagos, Nigeria.

Nostalgia in verse

YOU were once good enough to publish a poem of mine on your letters pages entitled 'Sonnet to steam'. Here is another, based on an old poem by Rudyard Kipling called 'The way through the woods'. It sums up much of what I feel about the nostalgia of steam.

The disused line
(with apologies to Rudyard Kipling)

They've shut the rail through the cutting
fifteen years ago,
neglect and time have compounded the crime,
and now you would hardly know.
There was once a rail through the cutting,
before they built the flats,
it is round the end of the motorway bend
where the kids go hunting rats.
Someone tipped some mats
and bin-bags by the rutting,
where the sleepers sat
when they ran the rail
through the cutting.

Yet, if you enter the cutting,
of a summer evening late,
when the night air cools on the stagnant pools
where a driver would whistle his mate,
(those men had signs of their own
that were understood by few),
you may hear the clank of a ghostly tank
or the hiss of a 2-6-2,
steadily chugging through
with a muffled cluttering,
as though she perfectly knew
the old lost rail through the cutting . . .
but there is no rail through the cutting.

R. Waywell, Warrington, Cheshire.

Revelation

CORRESPONDENT N. Munro asks in the June issue about the origin of his Manchester Ship Canal engine nameplate *Reval.*

'Reval' was an Estonian port on the Gulf of Finland, and is now known as Tallinn. MSC locomotives were of course named after foreign ports served by the shipping lines from Manchester.

C.K. Lowe, Horsham, West Sussex.

Lost . . .

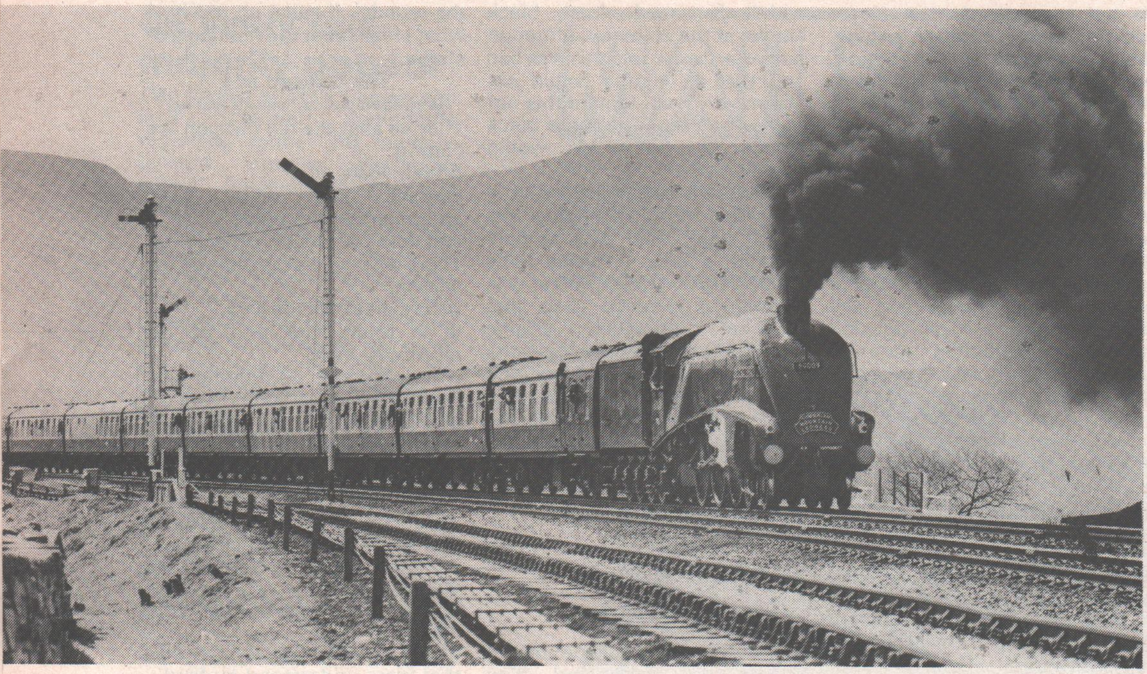
ON Bank Holiday Monday April 23, I lost a Kodak Ektachrome 200 film (36 exposures) somewhere in the Garsdale station area, during the visit of *Evening Star* on the 'Cumbrian Mountain Express'. If anyone did find it, please would they return it to me?

R. Dixon, 16 Pickard Court, Leeds, LS15 9AY.

. . . and found

ON March 17 I found a camera bag with lenses by the lineside at Caerleon. If the owner will contact me and describe the contents of the bag, I will be only too pleased to arrange for bag and owner to be reunited.

Alan Crotty, 195 Quantock Drive, Ashford, Kent.



Left: The A4 No.60009 'Union of South Africa' passes Blea Moor on the return run to Carlisle on April 28 – but the 1984 forages by No.60009 were not its first on the S&C. See '60009 on the Settle & Carlisle'.
David Wilcock.

60009 on the Settle & Carlisle

UNDER the heading 'Miner's strike brings worries for SLOA' (June issue), you mention that No.60009 *Union of South Africa* was making its first appearance over the line since working a troop special in 1947.

Whilst I cannot categorically dispute that such a working took place, I rather think it unlikely, as it would be unheard of for an LNER engine to work south of Carlisle over the S&C in pre-nationalisation days.

However, 60009 did work south over the S&C in August 1948, at the head of no less a train than the up 'Flying Scotsman' which was diverted due to the serious damage caused to the East Coast Main Line, in the area between Grantshouse and Burnmouth, just north of the border.

I have vivid memories of a particular Saturday afternoon's trainspotting at my then home-town of Skipton. My father, being a railwayman, had told me that both the up and down 'Flying Scotsman' were to pass through Skipton that day. When I announced the news to my pals I was greeted by disbelief, but sure enough, after the passage of the down St. Pancras – Glasgow, the northbound 'Flying Scotsman' appeared, headed by a V2 – 60964 I think – but the memory is slightly dimmed after 36 years.

Approximately an hour later, the southbound train stopped to take water, headed by a Garter Blue-liveried No.60009. The following Monday both trains were again routed via the S&C, and in view of the excitement of the previous Saturday, they were eagerly awaited – but what an anti-climax – the motive power was Class 2P No.40459 and Class 5 No.45009, two of the regular engines at Skipton. However, the northbound train was again headed by a Garter Blue A4 – No.60025 *Falcon*.

Subsequently the train was routed via Newcastle and Carlisle and then the Waverley route, until the normal route was available. Unfortunately I haven't kept details of the precise dates, and wonder whether any other reader can furnish details? No.60009 must therefore have prime claim to be the first Pacific ever to have worked over the Settle & Carlisle.

Congratulations on the June issue – what a welcome transformation.

Geoff Dingle, Swynnerton, Stone, Staffs.

Evidence of air starvation

IN THE June issue of *Steam Railway*, a letter by D. Landau entitled 'Duke of Gloucester red herrings' makes several assertions which are not correct.

According to No.71000's record cards, the ashpan was not renewed during the locomotive's short life – the one repaired by the restoration team was the original. Mr. Landau states there is no evidence of air starvation to the fire; can he then explain why, in the last days of service, slots were cut in the sides of the ashpan to improve the inadequate air flow at high output?

This was done on the instructions of the Shedmaster at Crewe North, the late Geoff Sands, and improved matters a good deal; had 71000 not been withdrawn, further work would have been carried out to the ashpan with a view to a more satisfactory modification (because air admitted through the slots could not be controlled).

It would be interesting to know what Mr. Landau means when he says that 71000 would probably have benefitted from a single chimney; does he mean a small single chimney or a large one? The single assembly on the Merchant Navy, for example, had a larger flue choke area than the double Kylchap on the A4!

All of the evidence in the country indicates that big engines benefitted from big chimneys at high output, and the Kylchap assembly was probably the most sophisticated. The latter was specifically requested for 'The Duke' by the man who had done most research into the draughting of Caprotti engines, Mr. L.T. Daniels, the Chief Design Engineer for ALE (British Caprotti).

It is also worth noting that the plain double chimney assembly originally fitted to No.71000 had a total flue choke area and blast-pipe nozzle area not very much greater than the single assembly on a 'Britannia'.

Peter King, 71000 Duke of Gloucester Steam Locomotive Trust, Woodford Green, Essex.

Thin tyres on 'The Duke'

THE interesting article on No.71000 *Duke of Gloucester* in issue No.48 underlines that this really is the locomotive restoration of the century. However, one important point appears to have been overlooked. Is anything to be done regarding retyring the wheels?

Looking at the condition of these from the photographs, it would appear that they are well below the bottom limit. No.71000 will never be allowed out on the main line with tyres in this worn condition. Then again, who is capable of undertaking the manufacture and shrinking on of a 6ft 2in driving wheel tyre?

Comments from the 71000 Trust regarding proposals for renewal would interest myself and others too. Still, 'The Duke' is a great achievement in restoration, especially the cylinders and ashpan. Will the engine's capabilities be properly seen in a high-speed test to ascertain performance?

Derek Harrison, Northfield, Birmingham.

● Replies Peter King of the 71000 Trust: "The advice we have had from BR is that the existing tyre profiles on the coupled wheels are acceptable, but that they will not stand another re-profiling. The tyres are of course as they were when 'The Duke' was withdrawn from BR service – and it wasn't withdrawn because of thin tyres. After running in, we may have to look at tyre thickness again, but replacement of tyres is not the incurable problem that Mr. Harrison suggests."

Odd movement by No.71000

I HAVE in my possession a rather unusual photograph showing the unique 8P 4-6-2 No.71000 *Duke of Gloucester* running light, tender-first, just south of Tring, Hertfordshire on October 29 1955, when No.71000 was about 18 months old.

The engine was heading south, and I wonder if any railwayman of the period or other knowledgeable person can provide an explanation as to what working this could have been, or why the almost-new 'Pacific' should have been performing such a duty.

Best wishes to the Duke of Gloucester Steam Locomotive Trust – I hope they are successful in their gallant bid to get this fine locomotive running once again.

P.J. Cooper, Umbogintwini, Natal, South Africa.

6960 in private ownership

HAVING purchased the May issue of *Steam Railway* and the complementary booklet 'Living Steam 1984', I was extremely surprised to see that ownership

of No.6960 *Ravenningham Hall* is listed as 'SVR'.

A quick reference to the Severn Valley Railway stockbook shows quite clearly that I currently hold full title to the locomotive, and at this time have no intention of disposing of this asset.

Friends have already contacted me asking whether in fact I have parted with 6960, and I would therefore be most grateful if you would put the record straight, and correct the misinformation given.

Brian Thomas, (sole owner 6960), Stourport on Severn, Worcs.

Televised steam: a time warp

CAN someone tell me why locomotives used in television productions nearly always have inappropriate markings?

There have been a series of productions set between the wars in which locomotives with British Railways livery and markings have been used. 'The Weather in the Streets' is one example in which we find that railway nationalisation has been brought forward by about a quarter of a century.

I am sure I am not alone in finding that this spoils an otherwise enjoyable night's viewing, and it seems so unnecessary, given the number of locomotives available on preserved railways which do have appropriate markings.

When a railway is hired for a production, I am astounded that nobody seems to put the producers in the picture – or perhaps they just don't take any notice?

Philip Circus, Hampton, Middlesex.

Search for a Midland box

MAY I appeal for help from *Steam Railway* readers, particularly those living near the former territory of the Midland Railway?

The Lower Swansea Valley Railway Preservation Society is attempting to restore a section of the former Midland Railway (ex-Swansea Vale Railway) between Six Pit Junction (Llansamlet) and Upper Bank Junction (1½ miles north of Swansea). A feature of Upper Bank Junction, until the wholesale closures of the mid-1960s, was the fine wooden signalbox of Midland design which graced the north end of the down platform. We feel that no serious attempt at preservation can be made unless a similar structure is obtained.

Understandably, Midland Railway signalboxes are now extinct in South Wales, indeed, with the closure of three miles of railway from Swansea to Morriston last year, the one-time would-be Midland empire in South Wales has all but disappeared, leaving only our 1¼ mile section off the Morriston line.

A group of enthusiasts within the Society have formed a 'Midland Railway signalbox preservation group', and we hope to locate a suitable candidate, which will be coming out of use in one or two year's time. This should give us sufficient time to plan the operation thoroughly. Upper Bank Junction signalbox was a medium-size standard Midland Railway box of approximately 30-35 levers.

Could anyone who may know of a suitable structure in his locality, and which satisfies the conditions listed above, kindly get in touch? We would also be interested in obtaining LMS (especially Midland) signals and associated equipment. All such information would be gratefully received and acknowledged, and even details of boxes which do not match our requirements, particularly with regard to structural soundness, would be just as welcome in enabling us to draw up a shortlist.

My thanks in anticipation.

A. Williams, 17 Orpheus Road, Ynysforgan, Swansea, Glam.

Identifying the video sharks

AS AN amateur film-maker I must say how much I agree with David Shepherd's sentiments about the poor quality of some steam railway videos (June issue).

The way in which these videos are produced is a problem that serious and genuine movie makers are concerned about too. These inconsiderate and selfish people cause concern not least because other movie makers, with more skill and consideration, become labelled with the same term – 'amateurish'. Unfortunately, the word has assumed a rather derogatory meaning, and is seldom used in its true sense any more.

Possibly one reason for the proliferation and poor quality is the popularity of home video equipment, with its inherent imprecise editing qualities and cheap running costs, which seem to attract the 'point and shoot' brigade. Certainly it is difficult to be creative with video. Selling video copies without the knowledge of the featured railway is to do with selfish attitudes though, not the equipment.

May I suggest one or two ways in which railway staff can identify those more genuine movie makers. Some will be members of a cine society (such as the Institute of Amateur Cinematographers) and would have a lapel badge or membership card. Few would use hand-held cameras for lineside filming – tripods are a pre-requisite for good results. People using film would most likely use a separate sound system, not a microphone on the camera. Probably most important of all – ask if you may see the script. Every type of film needs to have some sort of script, no matter how brief, otherwise it *will* be inferior.

G. Wright, Sunnyhill, Derby.

'King' power over-rated

IT IS unfortunate that the comparitive data quoted by A.E. Durrant (May issue) perpetuated a rare inaccuracy by that usually unimpeachable source, E.S. Cox. The maximum power for a GWR 'King' given in Sam Ell's 1953 paper was 2,170bp. Cox's 2,270hp was a mistake.

It is now thought however that the tests with No.6001 *King Edward VII* at Swindon were subject to an unusually high error when recording hp, about 8% in fact. It is this error which made it appear, erroneously, that the 'Kings' had abnormally high running resistance. Correcting this error gives a maximum output of barely 2,000hp, and a cylinder efficiency of 10.8%.

The 'Duchess' cylinder efficiency figure of 13.1% shows an advantage of 21%. Bearing in mind almost similar cylinder volumes and expansion ratios, the 'King' steam circuit was clearly somewhat restricted. A further indicator was the falling off in power above 50mph.

At minimum indicated steam consumption, the corrected 'King' efficiency figure was 12.9% or within 1.5% of the 'Duchess'.

D.H. Landau, Rickmansworth, Herts.

In praise of J37s

I THOROUGHLY enjoyed Charles Meacher's excellent article on the ex-NBR J37 0-6-0s. A feature item on these magnificent engines has long been overdue. I grew up in the suburbs of Edinburgh, and remember the J37s on both passenger and goods trains; in my opinion, there wasn't a better 0-6-0 design in the UK.

Two of the class ended their days at Ayr MPD, but saw very little service in the Ayrshire coalfields. Both engines failed and spent some two years in store before withdrawal; presumably they were in run-down condition when transferred or suffered from some local bias, being 'foreign' engines.

It is tragic that no examples of the J37 survive. This class merited being a special case.

C.R.A. Brandon, Symington, Lanarks.

Design advances came too late

IN HIS letter in the final issue of *Steam World,* Dr. Giesl-Gieslingen takes issue with the statement by David Wardale that the Kylpor and Lempor exhaust systems developed by L.D. Porta, are the world's best steam locomotive draught producers.

Mr. Wardale did not support his view by citing the 1957 paper presented by Porta and Taladriz, he merely stated that this is where the design information may be found.

It was (and is) no secret that to design a Kylpor or Lempor exhaust, all one needs is the design information and data from the locomotive itself, and that much is freely available. The fact that few people have done so is perhaps indicative of the conservative nature of many locomotive engineers. After all, many people have declined to purchase Dr Giesl's oblong ejectors.

I would suggest that Dr Giesl's problems with the South African Railways tests with his ejector are irrelevant; I would be very surprised if Mr. Wardale had used this as the sole basis for comparison. Such comparisons are notoriously difficult with steam locomotive exhausts though, as their satisfactory performance depends on many factors.

In a paper delivered to the Institution of Locomotive Engineers in 1969, Porta did say that he did not wish to be dogmatic about the merits of his exhaust systems, and was well aware of the notable results achieved on a widespread scale with the Giesl oblong ejector. Mr. Wardale is better qualified than I to comment on this complex subject, but it must be remembered that he too had to crowd a high capacity exhaust system into the confined space of a 25NC smokebox!

If more attention had been paid to such improvements for which the information has long been available, steam locomotives may well not have lost the fight against other forms of traction in many parts of the world.

It is no denigration of Mr. Wardale's rebuilds of the SAR 19D No.2644 and 25NC No.3450 (which incorporates the Lempor exhaust amongst many other improvements) to say that they may have come too late to show that the traditional Stephenson locomotive is capable of immense improvement, whilst retaining its simplicity.

Great credit is due to Mr. Wardale and his staff for showing what is possible utilising the ideas both of Porta and their own.

Phil Girdlestone, Works Superintendent, Festiniog Railway.

TIMETABLE

A comprehensive guide to steam-hauled passenger services, main line workings, gala days and special events throughout the next SIX weeks.

JUNE

FRI 15
EAST SOMERSET RAILWAY, Cranmore, nr. Shepton Mallet. Schools trains. Details: Cranmore 417.
LCGB. 'The Cholsey & Wallingford Railway' illustrated. Fred Tallant Hall, 153 Drummond Street, London NW1. 19.15.

SAT 16
GREAT CENTRAL RAILWAY, Loughborough, Leics. Charnwood Forester evening diners train. Advance booking essential. Details 0509-230726.
MID-HANTS RAILWAY. 'Watercress Belle' diners train. 19.30 Alresford station, New Alresford, Hants. Booking essential.

SAT/SUN 16-17
SHEPTON & DISTRICT MODEL RAILWAY SOCIETY. Mendip '84 Model Railway Exhibition, Whitstone School, Shepton Mallet, Somerset. 10.00 – 18.00.
SOUTH YORKSHIRE RAILWAY PRESERVATION SOCIETY. Open Weekend & Transport Extravaganza, Newton Chambers Works Loco Shed, Thorncliffe, Chapeltown, Sheffield (off A6135). Four steam locos and three diesels on view, vintage vehicles and WW2 aircraft. 11.00 – 20.00 Sat; 11.00 – 18.00 Sunday. Details 0742-388440.

SUN 17
EAST SOMERSET RAILWAY, Cranmore, nr. Shepton Mallet. Off-peak steam services. Details: Cranmore 417.
GLOUCESTERSHIRE WARWICKSHIRE RAILWAY, Toddington station, Toddington, Gloucs, steam rides on Dowty RPS 2ft gauge line/diesel haulage on standard gauge.
YORKSHIRE DALES RAILWAY, Embsay, nr. Skipton, N. Yorks, steam services depart at 11.00, 11.45, 12.30, 13.30, 14.15, 15.00, 15.45 & 16.30. Details: Skipton 4727.
KNEBWORTH & WINTERGREEN RAILWAY, Knebworth House, Stevenage, Herts. Steam-hauled rides over one-mile parkland railway. Details: Stevenage 812661.
SWANAGE RAILWAY, The Station, Swanage, Dorset. Steam services Swanage-Herston, departing Swanage at 11.30, 12.15, 13.45, 14.30, 15.15, 16.00 & 16.45. Details: Swanage 425800.

MON 18
SWANAGE RAILWAY, The Station, Swanage, Dorset. Steam-hauled service Swanage-Herston for schools only. Details: Swanage 425800.
LCGB. 'The London Extension' illustrated, Mr. S. Summerson. Southend Working Mens Club, Millbrook Road, Bedford. 19.30.
LCGB. 'The Railway Preservation Society of Ireland', illustrated, Mr. W.L. McAllister. Red Cross Hall, Jubilee Terrace, Rothes Rd, Dorking. 19.30.

WEDS 20
STEAM ON BR. PRIVATE CHARTER TRAIN MANCHESTER VICTORIA – NEWTON HEATH (WILSON'S BREWERY) HAULED BY 'COAL TANK' No.1054. DEPART MANCHESTER VIC.11.30, RETURN 14.30
EAST SOMERSET RAILWAY, Cranmore, nr. Shepton Mallet. Schools trains. Details: Cranmore 417.
LCGB. 'The growth and operation of Steamtown, Carnforth', illustrated, Ian Atkinson or Graham Brocken. The Railway Hotel, Earlestown, Lancs. 19.30.

SUN 24
YORKSHIRE DALES RAILWAY, Embsay, nr. Skipton, N. Yorks, steam services depart at 11.00, 11.45, 12.30, 13.30, 14.15, 15.00, 15.45 & 16.30. Details: Skipton 4727.
EAST SOMERSET RAILWAY, Cranmore, nr. Shepton Mallet. Off-peak steam services. Details: Cranmore 417.
SWANAGE RAILWAY, The Station, Swanage, Dorset. Steam services Swanage-Herston, departing Swanage at 11.30, 12.15, 13.45, 14.30, 15.15, 16.00 & 16.45. Details: Swanage 425800.
GLOUCESTERSHIRE WARWICKSHIRE RAILWAY, Toddington station, Toddington, Gloucs., steam rides on standard gauge line/diesel haulage on Dowty RPS 2ft gauge.
KNEBWORTH & WINTERGREEN RAILWAY, Knebworth House, Stevenage, Herts. Steam-hauled rides over one-mile parkland railway. Details: Stevenage 812661.

MON 25
SWANAGE RAILWAY, The Station, Swanage, Dorset. Steam-hauled service Swanage-Herston for schools only. Details: Swanage 425800.

WED 27
STEAM ON BR. PRIVATE CHARTER TRAIN MANCHESTER VICTORIA – NEWTON HEATH (WILSON'S BREWERY) HAULED BY 'COAL TANK' No.1054. DEPART MANCHESTER VIC.11.30, RETURN 14.30
EAST SOMERSET RAILWAY, Cranmore, nr. Shepton Mallet. Schools trains. Details: Cranmore 417.

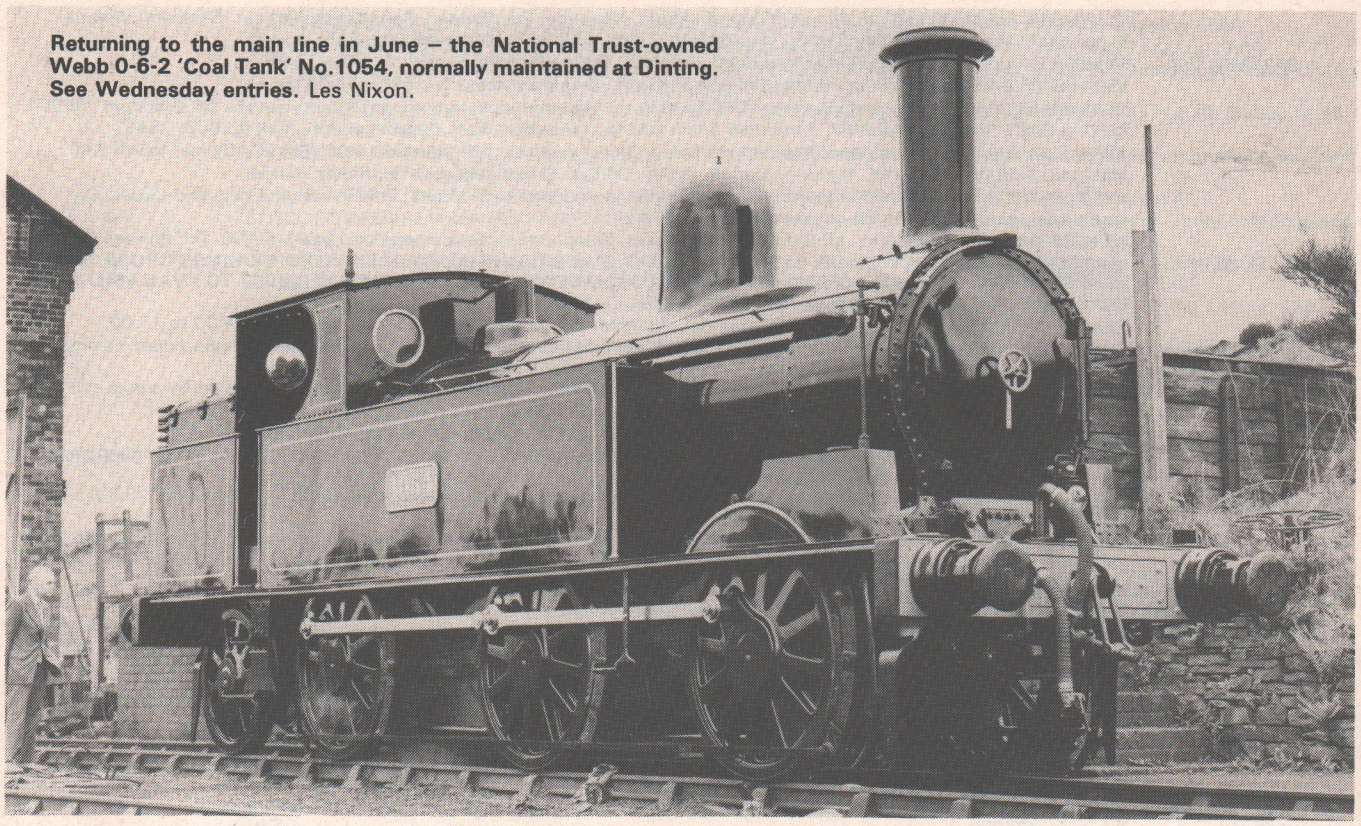
THURS 28
STEAM ON BR. SLOA MARKETING 'THE FAIR MAID'. STEAM HAULAGE EDINBURGH – PERTH – MOSSEND VIA FORTH BRIDGE AND LADYBANK, BY No.60009 'UNION OF SOUTH AFRICA'. SUBJECT TO AVAILABILITY OF COAL SUPPLIES AND NUR/ASLEF OVERTIME BAN.
LCGB. 'British Rail since 1968', colour slides by N.J. Hayllar. United Reformed Church Hall, Addiscombe Grove, Croydon. 19.30.

THURS-FRI 28-29
STOUR VALLEY RAILWAY CENTRE, Chappel & Wakes Colne station, nr. Colchester, Essex. Schools steamings, Mail-by-Rail exhibition and video. Details: 07875-2571.

SAT 30
STEAM ON BR. SLOA MARKETING. 'THE THAMES-CLYDE EXPRESS'. STEAM HAULAGE KILMARNOCK – HELLIFIELD, WITH DIESEL PILOT DUMFRIES – CARLISLE BY No.60009 'UNION OF SOUTH AFRICA'. SUBJECT TO AVAILABILITY OF COAL SUPPLIES AND NUR/ASLEF OVERTIME BAN.

JULY

SUN 1
STEAM ON BR. SLOA MARKETING 'CUMBRIAN MOUNTAIN EXPRESS' EX-KINGS CROSS. STEAM HAULAGE LEEDS – CARLISLE, LOCOMOTIVE TO BE SPECIFIED. SUBJECT TO AVAILABILITY OF COAL SUPPLIES AND NUR/ASLEF OVERTIME BAN.
DINTING RAILWAY CENTRE, Glossop, Derbyshire. Engine in steam/brake van rides. Details: Glossop 5596.
KENT & EAST SUSSEX RAILWAY, Tenterden Town station, Tenterden, Kent. Steam services. Tel: (05806) 2943.
BIRMINGHAM RAILWAY MUSEUM, 670 Warwick Road, Tyseley, Birmingham. Midsummer steam festival. 10.00 – 17.00. Tel: 021 707 4686.
NENE VALLEY RAILWAY, Wansford station, Old North Road, Stibbington, Peterborough. Steam services. Tel: Stamford 782854.
BO'NESS & KINNEIL RAILWAY, off Union Street, Bo'ness, West Lothian. Steam service 12.00 – 17.00. Tel: Bo'ness 822298.
SWANAGE RAILWAY, The Station, Swanage, Dorset. Steam-hauled service Swanage-Herston, departing Swanage at 11.30, 12.15, 13.45, 14.30, 15.15, 16.00 & 16.45. Details: Swanage 425800.
MIDLAND RAILWAY CENTRE, Butterley station, Ripley, Derbys. Steam services. Tel: Ripley 47674.
QUAINTON RAILWAY CENTRE, The Railway Station, Quainton, nr. Aylesbury, Bucks. Steaming day 10.00 – 18.00.
STOUR VALLEY RAILWAY CENTRE, Chappel & Wakes Colne station, nr. Colchester, Essex. Steam open day with East Anglian Bygones exhibition. 11.00 – 17.30.
EAST SOMERSET RAILWAY, Cranmore, nr. Shepton Mallet. Summer steam services commence. Details: Cranmore 417.
GLOUCESTERSHIRE WARWICKSHIRE RAILWAY, Toddington station, Toddington, Gloucs, steam rides on Dowty RPS 2ft gauge line/diesel haulage on standard gauge.
KNEBWORTH & WINTERGREEN RAILWAY, Knebworth House, Stevenage, Herts. Steam-hauled rides over one-mile parkland railway. Details: Stevenage 812661.



Returning to the main line in June – the National Trust-owned Webb 0-6-2 'Coal Tank' No.1054, normally maintained at Dinting. See Wednesday entries. Les Nixon.

BOWES RAILWAY, Springwell village, Gateshead, Tyne & Wear. Operating day. Tel: 091 416 1847.
COLNE VALLEY RAILWAY, Castle Hedingham station, nr. Halstead, Essex. Steam open day 12.00 – 17.00. Details: 0787-61174.
RAILWAY PRESERVATION SOCIETY OF IRELAND, Whitehead Excursion station. Steam train rides 14.00 – 17.00.
RUTLAND RAILWAY MUSEUM, Ashwell Road, Cottesmore, nr. Oakham, Leics. Industrial locomotives in action 11.00 – 17.00.
MID-HANTS RAILWAY, Alresford station, Alresford, Hants. Steam services. Tel: 0962-73 3810.
BULMER RAILWAY CENTRE, Whitecross Road, Hereford. Static displays only, 11.00 – 17.00.
SITTINGBOURNE & KEMSLEY LIGHT RAILWAY, The Walk, Milton Regis, Sittingbourne, Kent. Steam services.
GWILI RAILWAY, Bronwydd Arms, Carmarthen, Dyfed. Steam services. First service 11.00; last train 17.00.
HOLLYCOMBE STEAM COLLECTION, open day Hollycombe House, Liphook, Hants.
KIRTON IN LINDSEY RAILWAY MUSEUM, Northcliff Road, Kirton Lindsey, Gainsborough, Lincs. 13.30 – 17.00
COLIN GARRATT'S 'GREAT RAILWAY ADVENTURES', Lyceum Theatre, Heath Street, Crewe. Tel: Crewe 215523.

SUN-FRI 1-6 YORKSHIRE DALES RAILWAY, Embsay, nr. Skipton, N. Yorks, daily steam services. Details: Skipton 4727.

SUN-SAT 1-7 SEVERN VALLEY RAILWAY, The Railway Station, Bewdley, Worcs. Steam services. Tel: Bewdley 403816.
TALYLLYN RAILWAY, Wharf station, Tywyn, Gwynedd. Steam services. Tel: Tywyn 710472.
FESTINIOG RAILWAY, Harbour station, Porthmadog, Gwynedd. Steam services. Tel: Porthmadog 2384/2340.
LAKESIDE & HAVERTHWAITE RAILWAY, Haverthwaite station, nr. Ulverston, Cumbria. Steam services. Tel: Newby Bridge 31594.
BRECON MOUNTAIN RAILWAY, Pant station, Dowlais, Merthyr Tydfil, Mid Glam. Steam services. Tel: Merthyr Tydfil 4854.
COLNE VALLEY RAILWAY, Castle Hedingham, Essex. Open daily, steam service on Sunday. 10.00 – 17.00. Tel: 0787 61174.
DART VALLEY RAILWAY, The Station, Buckfastleigh, Devon. Steam services. Tel: Buckfastleigh 42338, or Paignton 555872.

SUN-SUN 1-8 LLANGOLLEN RAILWAY SOCIETY Eisteddfod Week. Daily steam service, Llangollen station, Clwyd. Tel: 0978-860951.

MON 2 SWANAGE RAILWAY, The Station, Swanage, Dorset. Steam-hauled service Swanage-Herston for schools only. Details: Swanage 425800.
LOWER SWANSEA VALLEY RAILWAY. 'From Nine Elms to Six Pit' – a look at engine sheds and signalboxes. Presented by Brian Miles. Lamb & Flag Hotel, Morriston Cross, Swansea. 20.00.
LCGB. 'Western Region branches under steam', illustrated, I. Wright. Southend Working Mens Club, Millbrook Road, Bedford. 19.30.
LCGB. Branch Quiz, Free Trade Hall, Station Road, Wood Green, London N22. 19.30.

MON-FRI 2-6 MIDLAND RAILWAY CENTRE, Butterley station, Ripley, Derbys. Schools days. Details of special timetables: Ripley 47674.

TUES 3 GREAT WESTERN SOCIETY. 'SS Great Britain Project', R.J. Bradbury. The Leisure Centre, Bridgend, Glam. 19.30.
SOUTHERN ELECTRIC GROUP. 'Austrian Tramways' by K. Farrell. New Railway Institute, Romsey Road, Eastleigh. 19.30.

TUES-THURS 3-5 GWILI RAILWAY, Bronwydd Arms, Carmarthen, Dyfed. Schools week 11.00 – 17.00.

WEDS 4 **STEAM ON BR. PRIVATE CHARTER TRAIN MANCHESTER VICTORIA – NEWTON HEATH (WILSON'S BREWERY) HAULED BY 'COAL TANK' No.1054. DEPART MANCHESTER VIC.11.30, RETURN 14.30**
SOUTHERN ELECTRIC GROUP. 'British Transport Police' by Inspector Honey. 'The Alcove Room', Southwick Community Centre, Southwick Street, Southwick. 19.30.
EAST SOMERSET RAILWAY, Cranmore, nr. Shepton Mallet. Midweek steam services. Details: Cranmore 417.

WED/THURS 4-5 NENE VALLEY RAILWAY, Wansford station, Old North Road, Stibbington, Peterborough. Steam services. Tel: Stamford 782854.
KENT & EAST SUSSEX RAILWAY, Tenterden Town station, Tenterden, Kent. Steam services. Tel: (05806) 2943.

THURS 5 **STEAM ON BR. SLOA MARKETING 'CUMBRIAN MOUNTAIN EXPRESS' EX-EUSTON. STEAM HAULAGE CARLISLE – HELLIFIELD AND HELLIFIELD – CARNFORTH, LOCOMOTIVES TO BE SPECIFIED. SUBJECT TO AVAILABILITY OF COAL SUPPLIES AND NUR/ASLEF OVERTIME BAN.**
SUTTON COLDFIELD RAILWAY SOCIETY. 'Garden Railways', Don Jones. Brampton Hall, National Children's Home, New Oscott. 19.30.

FRI 6 HOLLYCOMBE STEAM COLLECTION, Open day, Hollycombe House, Liphook, Hants.

SAT 7 SCOTTISH RAILWAY PRESERVATION SOCIETY. Visit to Severn Valley Railway. Details: SRPS Railtours, Wallace Street, Falkirk.
STEPHENSON LOCOMOTIVE SOCIETY. Study-tour by mini-bus of Settle & Carlisle line (southern portion). Start Oxenholme station, 10.30; finish Lancaster station, 19.15. Fare: £10. Details: M. Dickin, 18 Coppice Close, Woodley, Stockport, Cheshire SK6 1JH.

SOUTHERN ELECTRIC GROUP. 'Sarah Siddons' railtour: Waterloo, East Putney, Portsmouth Harbour, Horsham, Victoria. Bookings: B. Rayner, 6a Purley Parade, High Street, Purley, CR2 2AB. Please enclose SAE.

SAT/SUN 7-8
BULMER RAILWAY CENTRE, Whitecross Road, Hereford. Brake van rides Sunday 11.00 – 17.00.
MID-HANTS RAILWAY, Alresford station, Alresford, Hants. Steam services. Tel: 0962-73 3810.
NENE VALLEY RAILWAY, Wansford station, Old North Road, Stibbington, Peterborough. Steam services. Tel: Stamford 782854.
KENT & EAST SUSSEX RAILWAY, Tenterden Town station, Tenterden, Kent. Steam services. Tel: (05806) 2943.
GWILI RAILWAY, Bronwydd Arms, Carmarthen, Dyfed. Steam services. First service 11.00 (Sat 12.00); last train 17.00.
MIDLAND RAILWAY CENTRE, Butterley station, Ripley, Derbys. Steam services. Tel: Ripley 47674.
KNEBWORTH & WINTERGREEN RAILWAY, Knebworth House, Stevenage, Herts. Traction engine rally and Classic Car spectacular, plus steam service on narrow-gauge railway.
BO'NESS & KINNEIL RAILWAY, off Union Street, Bo'ness, West Lothian. Steam services 12.00 – 17.00. Tel: Bo'ness 822298.

SUN 8
STEAM ON BR. SLOA MARKETING 'CUMBRIAN MOUNTAIN EXPRESS' EX-KINGS CROSS. STEAM HAULAGE LEEDS – CARLISLE, LOCOMOTIVE TO BE SPECIFIED. SUBJECT TO AVAILABILITY OF COAL SUPPLIES AND NUR/ASLEF OVERTIME BAN.
RAILWAY PRESERVATION SOCIETY OF IRELAND, Whitehead Excursion station. Steam train rides 14.00 to 17.00.
DINTING RAILWAY CENTRE, Dinting, Glossop, Derbyshire 'Transport Past & Present'. Locomotives in steam, buses, commercial vehicles, cars. Details: Glossop 5596.
SWANAGE RAILWAY, The Station, Swanage, Dorset. Steam-hauled service Swanage-Herston, departing Swanage at 11.30, 12.15, 13.45, 14.30, 15.15, 16.00 & 16.45. Details: Swanage 425800.
EAST SOMERSET RAILWAY, Cranmore, nr. Shepton Mallet. Summer steam services. Details: Cranmore 417.
GLOUCESTERSHIRE WARWICKSHIRE RAILWAY, Toddington station, Toddington, Gloucs, steam rides on standard gauge line/diesel haulage on Dowty RPS 2ft gauge line.
YORKSHIRE DALES RAILWAY, Embsay, nr. Skipton, N. Yorks, steam services depart at 11.00, 11.45, 12.30, 13.30, 14.15, 15.00, 15.45 & 16.30. Details: Skipton 4727.
KIRTON IN LINDSEY RAILWAY MUSEUM Open day, Northcliffe Road, Kirton Lindsey, Gainsborough, Lincs. 13.30 to 17.00.
SITTINGBOURNE & KEMSLEY LIGHT RAILWAY, The Walk, Milton Regis, Sittingbourne, Kent. Steam services.
HOLLYCOMBE STEAM COLLECTION open day Hollycombe House, Liphook, Hants.
QUAINTON RAILWAY CENTRE, Quainton, nr. Aylesbury, Bucks. Steaming day 10.00 – 18.00.

SUN-THUR 8-12
BRECON MOUNTAIN RAILWAY, Pant station, Dowlais, Merthyr Tydfil, Mid Glam. Steam services. Tel: Merthyr Tydfil 4954.

SUN-SAT 8-14
COLNE VALLEY RAILWAY, Castle Hedingham, Essex. Open daily 10.00 – 17.00. Tel: 0787 61174.
DART VALLEY RAILWAY, The Station, Buckfastleigh, Devon. Steam services. Tel: Buckfastleigh 42338, or Paignton 555872.
SEVERN VALLEY RAILWAY, The Railway Station, Bewdley, Worcs. Steam services. Tel: Bewdley 403816.
TALYLLYN RAILWAY, Wharf station, Tywyn, Gwynedd. Steam services. Tel: Tywyn 710472.
FESTINIOG RAILWAY, Harbour station, Porthmadog, Gwynedd. Steam services. Tel: Porthmadog 2384/2340.
LAKESIDE & HAVERTHWAITE RAILWAY, Haverthwaite station, nr. Ulverston, Cumbria. Steam services. Tel: Newby Bridge 31594.

MON 9
SWANAGE RAILWAY, The Station, Swanage, Dorset. Steam-hauled service Swanage-Herston for schools only. Details: Swanage 425800.
LCGB. 'Southdown Motor Services', illustrated. Brighton Model Railway Clubroom, BR London Road station, Brighton. 19.45.

TUES 10
STEAM ON BR. 'SCARBOROUGH SPA EXPRESS' YORK (08.35) – HARROGATE (09.34) – LEEDS (10.18) – YORK (11.16) – SCARBOROUGH (12.12 – 17.02) – YORK (18.05) – LEEDS (19.14) – HARROGATE (19.57) – YORK (20.42). STEAM HAULAGE BY LOCOMOTIVE FROM THE FOLLOWING POOL: 34092 'CITY OF WELLS', 777 'SIR LAMIEL', 5305, 92220 'EVENING STAR', 46229 'DUCHESS OF HAMILTON', 60009 'UNION OF SOUTH AFRICA'. EXCURSION PROMOTED BY BR EASTERN REGION. DETAILS: 0904-642155.
YORKSHIRE DALES RAILWAY, Embsay, nr. Skipton, N. Yorks, steam services depart at 11.00, 11.45, 12.30, 13.30, 14.15, 15.00, 15.45 & 16.30. Details: Skipton 4727.

WEDS 11
STEAM ON BR. PRIVATE CHARTER TRAIN MANCHESTER VICTORIA – NEWTON HEATH (WILSON'S BREWERY) HAULED BY 'COAL TANK' No.1054. DEPART MANCHESTER VIC.11.30, RETURN 14.30
DINTING RAILWAY CENTRE, Dinting, Glossop, Derbyshire. School holiday steaming/brake van rides. Details: Glossop 5596.
BOWES RAILWAY, Springwell village, Gateshead, Tyne & Wear. Schools day. Advance booking essential. Tel: 091 416 1847.
EAST SOMERSET RAILWAY, Cranmore, nr. Shepton Mallet. Midweek steam services. Details: Cranmore 417.
MIDLAND RAILWAY CENTRE, Butterley station, Ripley, Derbys. Steam services. Tel: Ripley 47674.
GRAVESEND RAILWAY ENTHUSIASTS SOCIETY. 'Kentish Tramways' by Ted Oakley. Holy Trinity Old School, off Milton Road, Gravesend. 20.00.

WED/THUR 11-12
KENT & EAST SUSSEX RAILWAY, Tenterden Town station, Tenterden, Kent. Steam services. Tel: (05806) 2943.
NENE VALLEY RAILWAY, Wansford station, Old North Road, Stibbington, Peterborough. Steam services. Tel: Stamford 782854.

THURS 12
STEAM ON BR. SLOA MARKETING 'CUMBRIAN MOUNTAIN EXPRESS' EX-EUSTON. STEAM HAULAGE CARLISLE – HELLIFIELD AND HELLIFIELD – CARNFORTH, LOCOMOTIVE TO BE SPECIFIED. SUBJECT TO AVAILABILITY OF COAL SUPPLIES AND NUR/ASLEF OVERTIME BAN.
STEAM ON BR. 'SCARBOROUGH SPA EXPRESS' YORK – HARROGATE – LEEDS – YORK – SCARBOROUGH – YORK – LEEDS – HARROGATE – YORK. TIMES AND LOCO DETAILS SEE JULY 10
SOUTHERN ELECTRIC GROUP 'Organisation of track possessions on the Southern Region' by P.R. Tobutt. Abbey Community Centre, 29 Marsham Street, London SW1. 19.15.
WOKING NEW CINEMA CLUB, Rhoda McGaw Theatre, Woking Centre. 'Inland waterways and railways of Surrey', introduced by John Huntley. 20.00.

FRI 13
GREAT WESTERN SOCIETY, 'The Cheddar Valley Line', K. Williams. Black Horse, Bridge Street, Taunton. 19.45.
HOLLYCOMBE STEAM COLLECTION, Open day, Hollycombe House, Liphook, Hants.
MID-HANTS RAILWAY, Croydon Group. 'The Severn Valley Railway' by Dave Baker. 'Federation House', 17 Elm Wood Road, Croydon. 20.00.

SAT 14
BRECON MOUNTAIN RAILWAY, Pant station, Dowlais, Merthyr Tydfil. Steam services. Tel: Merthyr Tydfil 4854.

SAT-SUN 14-15
RAVENGLASS & ESKDALE RAILWAY, Ravenglass, Cumbria. Enthusiasts weekend. Double-heading, slip-coach working, visiting locomotives, also 7¼-in gauge track in Ravenglass car park.
KENT & EAST SUSSEX RAILWAY, Tenterden Town station, Tenterden, Kent. Steam services. Tel: (05806) 2943.
LLANGOLLEN RAILWAY SOCIETY, Llangollen station, Clwyd, diesel services Saturday, steam services Sunday.
GWILI RAILWAY, Bronwydd Arms, Carmarthen, Dyfed. Steam services. First service 11.00 (Sat 12.00); last train 17.00.
MID-HANTS RAILWAY, Alresford station, Alresford, Hants. Steam services. Tel: 0962-73 3810.
NENE VALLEY RAILWAY, Wansford station, Old North Road, Stibbington, Peterborough. Steam services. Tel: Stamford 782854.
BULMER RAILWAY CENTRE, Whitecross Road, Hereford. Locomotives on static display only 11.00 – 17.00.
MIDLAND RAILWAY CENTRE, Butterley station, Ripley, Derbys. Steam services. Tel: Ripley 47674.
BO'NESS & KINNEIL RAILWAY, off Union Street, Bo'ness, West Lothian. Steam services 12.00 – 17.00. Tel: Bo'ness 822298.

SUN 15
STEAM ON BR. SLOA MARKETING 'CUMBRIAN MOUNTAIN EXPRESS' EX-KINGS CROSS. STEAM HAULAGE LEEDS – CARLISLE, LOCOMOTIVE TO BE SPECIFIED. SUBJECT TO AVAILABILITY OF COAL SUPPLIES AND NUR/ASLEF OVERTIME BAN.
SOUTHALL RAILWAY CENTRE, Merrick Road, Southall, Middlesex. Commemorative Day. 125th anniversary of Brunel's 'Three Bridges'. Locomotive in steam, plus half-hourly chartered DMU service over Brentford branch from Southall Railway Centre, with special stops to view the 'Three Bridges'. 10.30 – 18.00. Details: 01-574-1529 evenings & weekends.
FOXFIELD RAILWAY, Caverswall Road, Blythe Bridge, Staffs. Enthusiasts day. Special train service, additional locomotives in steam. Special bus service Cheadle-Blythe Bridge, in association with Cheadle Festival.

DINTING RAILWAY CENTRE, Dinting, nr. Glossop, Derbys. Engine in steam, brake van rides. Tel: Glossop 5596.
RAILWAY PRESERVATION SOCIETY OF IRELAND, Whitehead Excursion station. Steam train rides 14.00 to 17.00.
SWANAGE RAILWAY, The Station, Swanage, Dorset. Steam services Swanage-Herston, departing Swanage at 11.30, 12.15, 13.45, 14.30, 15.15, 16.00 & 16.45. Details: Swanage 425800.
YORKSHIRE DALES RAILWAY, Embsay, nr. Skipton, N. Yorks, steam services depart at 11.00, 11.45, 12.30, 13.30, 14.15, 15.00, 15.45 & 16.30. Details: Skipton 4727.
KNEBWORTH & WINTERGREEN RAILWAY, Knebworth House, Stevenage, Herts. Steam-hauled rides over one-mile parkland railway. Details: Stevenage 812661.
EAST SOMERSET RAILWAY, Cranmore, nr. Shepton Mallet. Summer steam services. Details: Cranmore 417.
GLOUCESTERSHIRE WARWICKSHIRE RAILWAY, Toddington station, Toddington, Gloucs, steam rides on Dowty RPS 2ft gauge line/diesel haulage on standard gauge.
QUAINTON RAILWAY CENTRE, The Railway Station, Quainton, nr. Aylesbury, Bucks. Steaming day 10.00 – 18.00.
BUGLE STEAM RAILWAY, Imperial Dries, Bugle, nr. St. Austell, Cornwall. Steam train rides 11.30 – 17.00.
COLNE VALLEY RAILWAY, Castle Hedingham station, nr. Halstead, Essex. Steam open day 12.00 – 17.00. Details: 0787-61174.
SITTINGBOURNE & KEMSLEY LIGHT RAILWAY, The Walk, Milton Regis, Sittingbourne, Kent. Steam services.
RAILWAY CORRESPONDENCE & TRAVEL SOCIETY, Peterborough Branch. Minicoach excursion to Bluebell Railway and Thames Flood Barrier. Details: J.J. Price, 29 Kirkwood Close, Thorpe Road, Peterborough. Tel: Peterborough 52785.
HOLLYCOMBE STEAM COLLECTION Open day, Hollycombe House, Liphook, Hants.
KIRTON IN LINDSEY RAILWAY MUSEUM, Northcliff Road, Kirton Lindsey, Gainsborough, Lincs. 13.30 to 17.00.

SUN-SAT 15-21
SEVERN VALLEY RAILWAY, The Railway Station, Bewdley, Worcs. Steam services. Tel: Bewdley 403816.
BRECON MOUNTAIN RAILWAY, Pant station, Dowlais, Merthyr Tydfil. Steam services. Tel: Merthyr Tydfil 4854.
LAKESIDE & HAVERTHWAITE RAILWAY, Haverthwaite station, nr. Ulverston, Cumbria. Steam services. Tel: Newby Bridge 31594.
TALYLLYN RAILWAY, Wharf station, Tywyn, Gwynedd. Steam services. Tel: Tywyn 710472.
COLNE VALLEY RAILWAY, Castle Hedingham, Essex. Open daily, steam service on Sunday only 10.00 – 17.00. Tel: 0787 61174.
DART VALLEY RAILWAY, The Station, Buckfastleigh, Devon. Steam services. Tel: Buckfastleigh 42338, or Paignton 555872.
FESTINIOG RAILWAY, Harbour station, Porthmadog, Gwynedd. Steam services. Tel: Porthmadog 2384/2340.

MON 16
LCGB. 'The Leighton Buzzard Narrow Gauge Railway' illustrated, T. Tomkins. Southend Working Mens Club, Millbrook Road, Bedford. 19.30.
LCGB. 'East and West German steam' illustrated, D. Heal. Red Cross Hall, Rothes Road, Dorking. 19.30.

TUES 17
STEAM ON BR. 'SCARBOROUGH SPA EXPRESS' YORK – HARROGATE – LEEDS – YORK – SCARBOROUGH – YORK – LEEDS – HARROGATE – YORK. TIMES AND LOCO DETAILS, SEE JULY 10
YORKSHIRE DALES RAILWAY, Embsay, nr. Skipton, N. Yorks, steam services depart at 11.00, 11.45, 12.30, 13.30, 14.15, 15.00, 15.45 & 16.30. Details: Skipton 4727.
GREAT WESTERN SOCIETY. 'Railway Quiz' arranged by A. Price. BRSA Club, Temple Meads, Bristol. 19.45.
GREAT WESTERN SOCIETY 'The Steam Locomotive Operators Association', B. Staite. Guildhouse, Harpur Street, Bedford. 19.30.

WED 18
STEAM ON BR. PRIVATE CHARTER TRAIN MANCHESTER VICTORIA – NEWTON HEATH (WILSON'S BREWERY) HAULED BY 'COAL TANK' No.1054. DEPART MANCHESTER VIC. 11.30, RETURN 14.30
EAST SOMERSET RAILWAY, Cranmore, nr. Shepton Mallet. Midweek steam services. Details: Cranmore 417.
DINTING RAILWAY CENTRE, Dinting, Glossop, Derbyshire. School holiday steaming/brake van rides. Details: Glossop 5596.
MIDLAND RAILWAY CENTRE, Butterley station, Ripley, Derbys. Steam services. Tel: Ripley 47674.
LOCOMOTIVE CLUB OF GREAT BRITAIN. 'Steam themes' by C.J. Balls. Railway Hotel, Earlestown. 19.30.

WED/THURS 18-19
NENE VALLEY RAILWAY, Wansford station, Old North Road, Stibbington, Peterborough. Midweek steam services. Tel: Stamford 782854.
KENT & EAST SUSSEX RAILWAY, Tenterden Town station, Tenterden, Kent. Steam services. Tel: (05806) 2943.

THURS 19
STEAM ON BR. SLOA MARKETING 'CUMBRIAN MOUNTAIN EXPRESS' EX-EUSTON. STEAM HAULAGE CARLISLE – HELLIFIELD AND HELLIFIELD – CARNFORTH, LOCOMOTIVES TO BE SPECIFIED. SUBJECT TO AVAILABILITY OF COAL SUPPLIES AND NUR/ASLEF OVERTIME BAN.
STEAM ON BR 'SCARBOROUGH SPA EXPRESS' YORK – HARROGATE – LEEDS – YORK – SCARBOROUGH – YORK – LEEDS – HARROGATE – YORK. TIMES AND LOCO DETAILS, SEE JULY 10
SUTTON COLDFIELD RAILWAY SOCIETY 'Model making' by Nick Tilston, Brampton Hall, National Children's Home, New Oscott. 19.30.
GREAT WESTERN SOCIETY, Bristol Group. Illustrated talk by P. Wing, Div. S&T Engineer, Bristol, on the Westbury and Exeter resignalling. BRSA Club, Temple Meads, Bristol. 19.30.

FRI 20
LCGB. 'Early post-war days' projected prints from LCGB/Ken Nunn Collection, Fred Tallant Hall, 153 Drummond Street, London NW1. 19.15.
HOLLYCOMBE STEAM COLLECTION Open day, Hollycombe House, Liphook, Hants.

SAT 21
RAILWAY PRESERVATION SOCIETY OF IRELAND. 'Portrush Flyer'. Whitehead – Belfast York Road – Antrim – Portrush & return, with afternoon trip Portrush – Coleraine – Castlerock & return.
DINTING RAILWAY CENTRE, Dinting, Glossop, Derbyshire. Enthusiasts photography night (No.532 *Blue Peter* plus 3 tank engines to be steamed) commences 22.00. Details: Glossop 5596.

SAT-SUN 21-22
MIDLAND RAILWAY CENTRE, Butterley station, Ripley, Derbys. Steam services. Tel: Ripley 47674.
BULMER RAILWAY CENTRE, Whitecross Road, Hereford. Brake van rides Sunday 11.00 – 17.00.
LLANGOLLEN RAILWAY SOCIETY, Llangollen station, Clwyd. Diesel services Saturday, steam services Sunday.
MID-HANTS RAILWAY, Alresford station, Alresford, Hants. Steam services. Tel: 0962-73 3810.
BO'NESS & KINNEIL RAILWAY, off Union Street, Bo'ness, West Lothian. Steam services 12.00 – 17.00. Tel: Bo'ness 822298.
NENE VALLEY RAILWAY, Wansford station, Old North Road, Stibbington, Peterborough. Steam services. Tel: Stamford 782854.
KENT & EAST SUSSEX RAILWAY, Tenterden Town station, Tenterden, Kent. Steam services. Tel: (05806) 2943.
SITTINGBOURNE & KEMSLEY LIGHT RAILWAY, The Walk, Milton Regis, Sittingbourne, Kent. Steam services.
GUILDFORD MODEL ENGINEERING SOCIETY. Model traction engine rally. Stoke Park, London Road, Guildford. Sat 12.00 – 18.00, Sun 10.00 – 18.00.

SAT-WED 21-25
GWILI RAILWAY, Bronwydd Arms, Carmarthen, Dyfed. Steam services. First service 11.00 (Sat 12.00); last train 17.00.

SUN 22
STEAM ON BR. SLOA MARKETING 'CUMBRIAN MOUNTAIN EXPRESS' EX-KINGS CROSS. STEAM HAULAGE LEEDS – CARLISLE, LOCOMOTIVE TO BE SPECIFIED. SUBJECT TO AVAILABILITY OF COAL SUPPLIES AND NUR/ASLEF OVERTIME BAN.
CHOLSEY & WALLINGFORD RAILWAY. 'Railfair '84', new railway site (by ABM works), Wallingford.
WEST LANCASHIRE LIGHT RAILWAY, Station Road, Hesketh Bank. Railway open day 12.30 – 17.00.
QUAINTON RAILWAY CENTRE, Quainton, nr. Aylesbury, Bucks. Steaming day 10.00 – 18.00.
YORKSHIRE DALES RAILWAY, Embsay, nr. Skipton, N. Yorks, steam services depart at 11.00, 11.45, 12.30, 13.30, 14.15, 15.00, 15.45 & 16.30. Details: Skipton 4727.
RAILWAY PRESERVATION SOCIETY OF IRELAND, Whitehead Excursion station. Steam train rides 14.00 to 17.00.
DINTING RAILWAY CENTRE, Dinting, Glossop, Derbyshire. Enthusiasts day (*Blue Peter* plus 3 tank engines in steam). Steam crane and shunting demonstrations, miniature railway.
BUGLE STEAM RAILWAY, Imperial Dries, Bugle, nr. St. Austell, Cornwall. Steam train rides 11.30 – 17.00.
SWANAGE RAILWAY, The Station, Swanage, Dorset. Steam services Swanage-Herston, departing Swanage at 11.30, 12.15, 13.45, 14.30, 15.15, 16.00 & 16.45. Details: Swanage 425800.

EAST SOMERSET RAILWAY, Cranmore, nr. Shepton Mallet. Summer steam services. Details: Cranmore 417.
CALEDONIAN RAILWAY (BRECHIN) LTD., The Station, 2 Park Road, Brechin, Angus. Steam day.
GLOUCESTERSHIRE WARWICKSHIRE RAILWAY, Toddington station, Toddington, Gloucs, steam rides on standard gauge/diesel haulage on Dowty RPS 2ft gauge line.
KNEBWORTH & WINTERGREEN RAILWAY, Knebworth House, Stevenage, Herts. Steam-hauled rides over one-mile parkland railway. Details: Stevenage 812661.
HOLLYCOMBE STEAM COLLECTION Open day, Hollycombe House, Liphook, Hants.
PENARTH RAILWAY EXHIBITION, Paget Rooms, Penarth, Glam. Model railway layouts, exhibition of railway memorabilia, local railway photographs, live steam miniature railway. 11.00 – 17.00.

SUN-SAT 22-28 SEVERN VALLEY RAILWAY, The Railway Station, Bewdley, Worcs. Steam services. Tel: Bewdley 403816.
DART VALLEY RAILWAY, The Station, Buckfastleigh, Devon. Steam services. Tel: Buckfastleigh 42338, or Paignton 555872.
TALYLLYN RAILWAY, Wharf station, Tywyn, Gwynedd. Steam services. Tel: Tywyn 710472.
BRECON MOUNTAIN RAILWAY, Pant station, Dowlais, Merthyr Tydfil. Steam services. Tel: Merthyr Tydfil 4854.
FESTINIOG RAILWAY, Harbour station, Porthmadog, Gwynedd. Steam services. Tel: Porthmadog 2384/2340.
LAKESIDE & HAVERTHWAITE RAILWAY, Haverthwaite station, nr. Ulverston, Cumbria. Steam services. Tel: Newby Bridge 31594.
COLNE VALLEY RAILWAY, Castle Hedingham, Essex. Open daily 10.00 – 17.00. Tel: 0787 61174.

MON 23 COLIN GARRATT'S 'GREAT RAILWAY ADVENTURES', Redgrave Threatre, Farnham, Surrey. Tel: 0252 727000.

MON-SAT 23-28 MID-HANTS RAILWAY, Alresford station, Alresford, Hants. Steam services. Tel: 0962-73 3810.

TUES 24 **STEAM ON BR 'SCARBOROUGH SPA EXPRESS' YORK – HARROGATE – LEEDS – YORK – SCARBOROUGH – YORK – LEEDS – HARROGATE – YORK. TIMES AND LOCO DETAILS, SEE JULY 10**
YORKSHIRE DALES RAILWAY, Embsay, nr. Skipton, N. Yorks, steam services depart at 11.00, 11.45, 12.30, 13.30, 14.15, 15.00, 15.45 & 16.30. Details: Skipton 4727.

WED 25 **STEAM ON BR. PRIVATE CHARTER TRAIN MANCHESTER VICTORIA – NEWTON HEATH (WILSON'S BREWERY) HAULED BY 'COAL TANK' No.1054. DEPART MANCHESTER VIC. 11.30, RETURN 14.30**
MIDLAND RAILWAY CENTRE, Butterley station, Ripley, Derbys. Steam services. Tel: Ripley 47674.
DINTING RAILWAY CENTRE, Dinting, Glossop, Derbyshire. School holiday steaming/brake van rides. Details: Glossop 5596.
EAST SOMERSET RAILWAY, Cranmore, nr. Shepton Mallet. Midweek steam services. Details: Cranmore 417.
SOUTHERN ELECTRIC GROUP. 'Ferry Interestin' by A. Holmewood and J. Chapter. 'The Ship', 47 High Street, Croydon.

WED-THUR 25-26 KENT & EAST SUSSEX RAILWAY, Tenterden Town station, Tenterden, Kent. Steam services. Tel: (05806) 2943.
NENE VALLEY RAILWAY, Wansford station, Old North Road, Stibbington, Peterborough. Steam services. Tel: Stamford 782854.

THURS 26 **STEAM ON BR. SLOA MARKETING 'CUMBRIAN MOUNTAIN EXPRESS' EX-EUSTON. STEAM HAULAGE CARLISLE – HELLIFIELD AND HELLIFIELD – CARNFORTH, LOCOMOTIVES TO BE SPECIFIED. SUBJECT TO AVAILABILITY OF COAL SUPPLIES AND NUR/ASLEF OVERTIME BAN.**
STEAM ON BR 'SCARBOROUGH SPA EXPRESS' YORK – HARROGATE – LEEDS – YORK – SCARBOROUGH – YORK – LEEDS – HARROGATE – YORK. TIMES AND LOCO DETAILS, SEE JULY 10
SUTTON COLDFIELD RAILWAY SOCIETY 'British steam after 1968', John Dew. Brampton Hall, National Children's Home, New Oscott. 19.30.

FRI 27 HOLLYCOMBE STEAM COLLECTION Open day Hollycombe House, Liphook, Hants.

SAT-SUN 28-29 BULMER RAILWAY CENTRE, Whitecross Road, Hereford. Locomotives on static display only 11.00 – 17.00
SITTINGBOURNE & KEMSLEY LIGHT RAILWAY, The Walk, Milton Regis, Sittingbourne, Kent. Steam services.
LLANGOLLEN RAILWAY SOCIETY, Llangollen station, Clwyd, diesel services Saturday, steam services Sunday.
EAST SOMERSET RAILWAY, Cranmore, nr. Shepton Mallet. Summer train services and vintage vehicle rally. Details: Cranmore 417.
MIDLAND RAILWAY CENTRE, Butterley station, Ripley, Derbys. Steam services. Tel: Ripley 47674.
NENE VALLEY RAILWAY, Wansford station, Old North Road, Stibbington, Peterborough. 'Thomas the Tank Engine in steam'. Tel: Stamford 782854.
BO'NESS & KINNEIL RAILWAY, off Union Street, Bo'ness, West Lothian. Steam services 12.00 – 17.00. Tel: Bo'ness 822298.

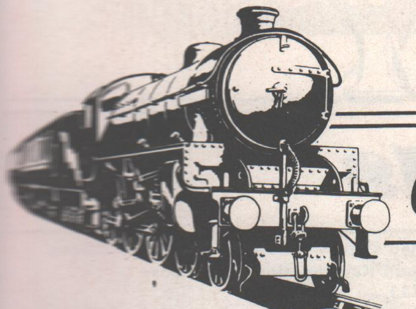
SAT-TUES 28-31 SWANAGE RAILWAY, The Station, Swanage, Dorset. Daily steam services Swanage-Herston, departing Swanage at 11.30, 12.15, 13.45, 15.15, 16.00 & 16.45. Details: Swanage 425800.
KENT & EAST SUSSEX RAILWAY, Tenterden Town station, Tenterden, Kent. Steam services. Tel: (05806) 2943.
GWILI RAILWAY, Bronwydd Arms, Carmarthen, Dyfed. Steam services. First service 11.00 (Sat 12.00); last train 17.00.

SUN 29 **STEAM ON BR. SLOA MARKETING 'CUMBRIAN MOUNTAIN EXPRESS' EX-KINGS CROSS. STEAM HAULAGE LEEDS – CARLISLE, LOCOMOTIVE TO BE SPECIFIED. SUBJECT TO AVAILABILITY OF COAL SUPPLIES AND NUR/ASLEF OVERTIME BAN.**
STEAM ON BR 'SCARBOROUGH SPA EXPRESS' YORK – HARROGATE – LEEDS – YORK – SCARBOROUGH – YORK – LEEDS – HARROGATE – YORK. TIMES AND LOCO DETAILS, SEE JULY 10
RAILWAY PRESERVATION SOCIETY OF IRELAND, Whitehead Excursion station. Steam train rides 14.00 – 17.00.
YORKSHIRE DALES RAILWAY, Embsay, nr. Skipton, N. Yorks, steam services depart at 11.00, 11.45, 12.30, 13.30, 14.15, 15.00, 15.45 & 16.30. Details: Skipton 4727.
GLOUCESTERSHIRE WARWICKSHIRE RAILWAY, Toddington station, Toddington, Gloucs, steam rides on Dowty RPS 2ft gauge line/diesel haulage on standard gauge.
KNEBWORTH & WINTERGREEN RAILWAY, Knebworth House, Stevenage, Herts. Steam-hauled rides over one-mile parkland railway. Details: Stevenage 812661.
WEST LANCASHIRE LIGHT RAILWAY, Station Road, Hesketh Bank. Steam services 12.30 – 17.00.
DINTING RAILWAY CENTRE, Dinting, Glossop, Derbyshire. Engine in steam/brake van rides. Details: Glossop 5596.
QUAINTON RAILWAY CENTRE, Quainton, nr. Aylesbury, Bucks. Steaming day 10.00 – 18.00.
CAERPHILLY RAILWAY SOCIETY, Harold Wilson Industrial Estate, Van Road, Caerphilly, Mid Glamorgan. Engine in steam 14.00 – 17.00.
BUGLE STEAM RAILWAY, Imperial Dries, Bugle, nr. St. Austell, Cornwall. Steam train rides 11.30 – 17.00.
HOLLYCOMBE STEAM COLLECTION Open day, Hollycombe House, Liphook, Hants.

SUN-TUES 29-31 COLNE VALLEY RAILWAY, Castle Hedingham, Essex. Open daily 10.00 – 17.00. Tel: 0787 61174.
MID-HANTS RAILWAY, Alresford station, Alresford, Hants. Steam services. Tel: 0962-73 3810.
SEVERN VALLEY RAILWAY, The Railway Station, Bewdley, Worcs. Steam services. Tel: Bewdley 403816.
TALYLLYN RAILWAY, Wharf station, Tywyn, Gwynedd. Steam services. Tel: Tywyn 710472.
BRECON MOUNTAIN RAILWAY, Pant station, Dowlais, Merthyr Tydfil. Steam services. Tel: Merthyr Tydfil 4854.
FESTINIOG RAILWAY, Harbour station, Porthmadog, Gwynedd. Steam services. Tel: Porthmadog 2384/2340.
DART VALLEY RAILWAY, The Station, Buckfastleigh, Devon. Steam services. Tel: Buckfastleigh 42338, or Paignton 555872.
LAKESIDE & HAVERTHWAITE RAILWAY, Haverthwaite station, nr. Ulverston, Cumbria. Steam services. Tel: Newby Bridge 31594.

MON 30 LCGB. 'Steam in the '40s and '50s', illustrated. Southend Working Mens Club, Millbrook Road, Bedford. 19.30.

TUES 31 **STEAM ON BR 'SCARBOROUGH SPA EXPRESS' YORK – HARROGATE – LEEDS – YORK – SCARBOROUGH – YORK – LEEDS – HARROGATE – YORK. TIMES AND LOCO DETAILS, SEE JULY 10**
NENE VALLEY RAILWAY, Wansford station, Old North Road, Stibbington, Peterborough. Steam services. Tel: Stamford 782854.
YORKSHIRE DALES RAILWAY, Embsay, nr. Skipton, N. Yorks, steam services depart at 11.00, 11.45, 12.30, 13.30, 14.15, 15.00, 15.45 & 16.30. Details: Skipton 4727.



STEAM RAILWAY Classifieds

Classified lineage: 27p per word (min 20 words). Classified display: £6.00 per s.c.c. (min 2.5cm). Series discount on application. Contact Beryl Smith, Steam Railway, Bushfield House, Orton Centre, Peterborough PE2 0UW. Tel: (0733) 237111.

ACCOMMODATION

BUXTED EAST SUSSEX. Comfortable bed/breakfast. Easy reach Bluebell Railway and Kent and East Sussex Railway, Tenterden. Heatherwode Farm, Buxted. Tel: (082581) 2131. *21-P-10*

BED AND BREAKFAST – convenient to Festiniog Railway, Portmeirion and Welsh Highland Railway, all within 3 miles. Terms from Roberts, Gwynant, Minffordd Road, Penrhyndeudraeth. Railway enthusiasts welcome. Tel 0766 770407. *29-C*

SEVERN VALLEY STEAM WEEKEND
two nights, dinner bed and breakfast at a choice of two Hotels in the Severn Valley. Including travel on Severn Valley Railway and entry to Ironbridge Museum or the Black Country Museum.
Price £44.50
Children under 14 sharing with two adults £8+ food
Gainsborough House Hotel, Kidderminster.
Tel: 0562 754041
Redfern's Hotel, Cleobury Mortimer, Salop.
Tel: 0299 270395
(Also available mid week at Redfern's Hotel)

HIGHLAND STEAMBOAT HOLIDAY. Cruise the beautiful sealochs and canals of Scotland in original coalfired Clyde Puffer. Good food – comfortable surroundings. Send large SAE for brochure. Nick Walker, The Change House, Crinan Ferry, Lochgilphead, Argyll PA31 3QH. Tel. 0276-72216. *32-C*

PENMAR COURT, Duke Street, Settle. Overlooks the Settle/Carlisle railway and is 50 yards from the mainline. We provide B&B, colour TV in your own lounge. Car parking. Dogs welcome. £6 per person per day inclusive. Tel: Settle 3258. *37-C*

PORTHMADOG. Owen's Commercial & Residential Hotel, High St. Small friendly family run hotel. Bread and confectionery baked on premises. Within 2 minutes Festiniog Railway. Tel: 0766-2098 or 3279. *24-C*

RAILWAY RESTAURANT, Hill St., Wisbech. Proprietors: A.R. & A.M. Parry. Lunches served every day. Dinner Wednesday to Saturday. Enjoy your meal comfortably in an authentic railway atmosphere. Tel: Wisbech (Cambs) 583716. *26-C*

S.W. SCOTLAND CASTLE KENNEDY. Self contained part of converted railway station situated in beautiful countryside. All electric. Newly decorated, sleeps 4/6. Fitted kitchen, fridge, washing machine, garden. Rent inclusive of electricity and linen from £1·25 per week. Telephone Stranraer (0776) 3963. *40-P*

Attractive convenient hotel. Within easy walking distance of National Railway Museum
AARAC** A la carte menu, car park**

Town House Hotel
HOLGATE ROAD, YORK. Tel: (0904) 36171

VERY NEAR CARNFORTH'S STEAMTOWN, M6. Village flat, sleeps 8. Explore Lake District, Yorkshire Dales. Glaister, 15 Nessina Grove, Crewe. 663052. *20-P*

WHITEHAVEN. Friendly accommodation near Ravenglass and Eskdale Railway and lakes. Families welcome. Mrs Messenger, 3 High Street, Whitehaven, Cumbria. Tel: Whitehaven 61612. *19-C*

YORK. Comfortable bed/breakfast accommodation. Walking distance Railway Museum and City Centre. Queen Anne's Guest House, 24 Queen Anne's Road, Bootham, York. Tel: (0904) 29389. *23C1083*

FOR SALE

BADGES. Send SAE for lists of enamel badges, miniature nameplates and other collectors items of Railway interest. Trade supplied and special orders executed. R.E.V. Gomm (S.R.) Ltd., 16 Frederick Street, Birmingham B1 3HE. *28383*

GWR STYLE brass house number plates. Top quality half-size replicas of GWR locomotive number plates. Details 0782-620764 or SAE: 2857 Society (SR); 23 Kingsfield Oval, Stoke-on-Trent, Staffs ST4 6HN. *26-C*

OVER 100 different LP's/Cassettes including ARGO deletions. SAE list: Pop Inn, Watton, Norfolk IP25 6EP. *20-c-X*

STEAM RAILWAY FILMS for sale and other transport subjects. Also 35mm colour slides. Catalogue 75p. MFS, 69 Kingsmead Avenue, Worcester Park, Surrey. *22C99*

LOCOMENS GREASETOP CAPS
Sizes 6¾-6⅞-7⅜-7½ £5.55 + 45p p&p per cap
B.R. Totem cap badges: L.M. Region, W.R., S.R., E.R., N.E.R., Sc.R. £2.15 each + 18p p&p
New guards oil handlamps £22.50 + £1.60 p&p
From: LONGLEAT RAILWAY (S.R.)
Warminster, Wiltshire, BA12 7NW.
Tel: (09853) 579

Four more cassettes from AUDICORD
"Sunset of Steam". New recordings from South Africa, including classes 12, 15, 25, NG15 and Garratt.
"World of Steam" Vol. 1. Recordings from India, Turkey, Austria, Poland, East Germany and Czechoslavakia.
"Steam over the Pennines". The best of British preserved steam including 777, 46229, 850, 34092, 6115 and many more.
"Motive Power" Vol. 1 English Electric. A sound tribute to EE Diesels featuring classes 20, 31, 37, 40, 50 and 55 on passenger and freight trains. All £2.25 each from record shops, railway societies and preservation centres or by post from:
Audicord Records, 59 Mayfield Way, Barnwell, Leicester LE9 8BL.
Postage 20p per cassette.

No.5239 'GOLIATH'
5205 CLASS 2-8-0T
Colour print from a highly detailed drawing of this Dart Valley Railway locomotive (size 16½" x 11¾").
£3.50 to include tube & postage
NEW GALLERY,
4 DARTMOUTH ROAD, PAIGNTON, DEVON. TQ4 5AQ

WRITE STEAMED UP!
Your own quality printed and personalised notepaper, with an ornamental steam train trundling along the bottom of each sheet!
100 sheets £5.95 – double only £8.75
(Postage and packing included)
Either send cash with order (please write details clearly) or send SAE for samples to:
I. WASON, 8 FORMBY STREET, FORMBY, LIVERPOOL L37 4AA

COLLECTORS SURPLUS TICKETS. 100 mainly minor railways £5. Ten Caledonian luggage labels £1.—Andrew Fairholm, 1G Blake Road, Cumbernauld, Glasgow.

FOR SALE

AMERICAN LOCO DRIVERS CAPS
Sizes 6½, 6⅝, 6¾, 6⅞, 7, 7⅛, 7¼, 7⅜, 7½, 7⅝, **£4.95.** Cap badges **£1.50.** Scarves £2. Add 45p post & package.
COTTLE, 26 St. Stephens Road, Winchester SO22 6DE. Tel: 0962-65099.

SETTLE-CARLISLE SAVE IT plastic car/window sticker £1 (post free). Steam Press, 7 Leapers View, Over Kellet, Carnforth, Lancs.

STEAM RAILWAY NOS. 1-50: Trains and Railways all issues: Modern Railways April 1981-December 1983; all mint condition. Offers for each or all to Atkin, Pitcombe, Bruton, BA10 0PE. *28-P*

BOOKS

15,000 RAILWAY BOOKS, countless periodicals, timetables etc. Founded in 1933, we have what we believe to be much the largest stock in Britain. Shop and large showrooms open most days. (Always phone first please, or send stamp for revised descriptive leaflet). Norman Kerr, Bookseller, Cartmel, Grange-over-Sands, Cumbria LA11 6PX. Tel: 044-854-247. *51-C*

MISCELLANEOUS

DIAMOND JUBILEE of the GWR jig-saw puzzle 1924-1984. See the special display at the Vintage Toy & Train Museum, Field's, Market Place, Sidmouth, Devon. Open daily during shop hours. *25-P*

WALLINGFORD RAILWAY. Support the new GWR branch line project now on site. Information (sae please) "Newfields", Burnt Hill, Yattendon, Newbury RG16 0XF. *20-PSW*

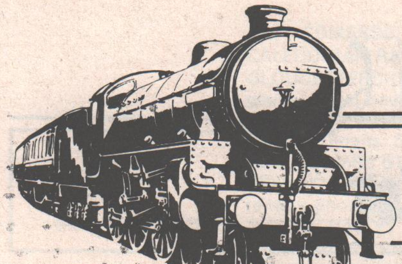
EAST ANGLIAN RELICS. Tablets, staff, handlamps, station lamps, station signs, watches, clocks, signalling, door signs and M&GN items. Collections purchased. Tel: 0603-712256. *20-C*

LONDON & NORTH WESTERN RAILWAY SOCIETY for particulars write: G.R. Thomson, 7 Walnut Grove, Winchester, Hants. *20-P*

BRYNTEG BUFFET BELLES
Join Brynteg School Railway Preservation Group for a Buffet Meal or Cheese and Wine Evening on The Gwili Railway, Carmarthen.
Dates are 6th May, 2nd June, 14th July, 18th August and 21st October.
Details with SAE please to:
BRYNTEG RAILWAY PRESERVATION GROUP LYNMERE, 17 MOORLANDS ROAD, BRIDGEND, MID GLAMORGAN.

COLLECTORS CORNER at Cardington Street, Euston. BR's only outlet for railway relics including clocks, signs, transfers, badges, buttons, timetables etc. Open Mon-Fri 09.00 – 17.00 Sat 09.00 – 16.30 (subject to alteration without notice). Send 60p for price list to BR(LMR) Stores Controller (SR), Euston House, Eversholt Street, London NW1 1DF.

4928 GATACRE HALL NAMEPLATE. Original paint in superb condition. One owner since 1964. Offers (0703) 476074. *15-P*



STEAM RAILWAY Classifieds

Classified lineage: 27p per word (min 20 words). Classified display: £6.00 per s.c.c. (min 2.5cm). Series discount on application. Contact Beryl Smith, Steam Railway, Bushfield House, Orton Centre, Peterborough PE2 0UW. Tel: (0733) 237111.

PHOTOGRAPHIC

HUGHES JUNCTION (COLOUR SLIDES)

That missing steam loco could be at Hughes Junction – specialists in 35mm colour slides of working steam trains.

Send 35p + s.a.e. for list and sample slide to:

Hughes Junction, 338 Carterknowle Road, Sheffield S11 9GB

FASCINATING COLOURFUL SETS of 60 quality prints (5½"x3½") of railway steam locomotives. Interesting information supplied about each. £6.99 per set (inc. p&p). Excellent bargain. B. Wade, 50 Kelvingrove Street, Glasgow, G3 7RZ. *28-C*

PERSONAL

JANE SCOTT for genuine friends. Introductions opposite sex with sincerity and thoughtfulness. Details free. Stamp to: Jane Scott 3/Steam, North Street, Quadrant, Brighton, Sussex BN1 3GJ. *25-C-99*

CHRISTIAN SINGLES. Social events, nationwide friendship contacts, fellowship groups, weekend house parties, holidays home/abroad. Christian Friendship Fellowship, Dept/N6, Edenthorpe, Doncaster. *20-P*

PROPERTY

SETTLE/CARLISLE

Spacious detached property previously Station Master's residence, Settle, adjoining ex. Station offering accommodation suitable for commercial or residential use. Full details from **Richard Turner and Son, Church Street, Settle, North Yorks. (Tel: 07292 3674).**

SPECIAL NOTICES

GREAT WESTERN STEAM IN SOMERSET. Join the West Somerset Railway Association and help preserve an unspoilt G.W. Branch Line. Details: G. Hitchcock, 49 Greenway Crescent, Taunton. (SAE please). *28-P*

42XX RESCUE PROJECT. SHAREHOLDERS ARE STILL REQUIRED TO ENABLE RESCUE OF ONE OF THESE CHURCHWARD CLASSICS. C.L.S., 111 WINDYRIDGE GARDENS, CHELTENHAM. *21-P*

SOUTH YORKSHIRE RAILWAY PRESERVATION SOCIETY now based at Newton Cambers, Chapeltown, Sheffield. We have seven locos at our engine shed and urgently need support in the form of donations or labour to develop the project. Details: 0742-388440. *38-P*

RECORDINGS

RECORDINGS. Enjoy the sound of steam on LP and tape. SAE for detailed lists. C.R.M.S. 24, Hedgeway, Bognor, Sussex.

TOURS

RAIL EXPLORER PACKAGES FOR 1984

Explore Wales, The Isle of Man, Cumbria and Scotland including steam railways, in 1984 from £40 from any British Rail station. Hotel package available. Send large SAE for full details, stating area in which you are interested to:-

CHILTERN TRAINS, 13, Golden Hills, Chinnor, Oxford OX9 4JF

THE MOGHUL EXPRESS

A journey of adventure from

LONDON to DELHI

by train (almost) escorted.

April, June, Aug., Sept., 1984 depts.

Brochure details from

HANN OVERLAND

185 Steatham High Road, Streatham, London SW16 6EG. Tel: 01-769 6659

"NATURAL" STEAM

27/9 – 2/10 Turkey £449; 3-11/11 Turkey £475; 1-15/12 China £999; 22/12/84 – 5/1/85 China; 21/11 – 2/12 Pakistan; 4-9/10 Hungary. Also preserved steam 9-12/8 Fly/Drive USA; 24-27/8 Vivarais/TGV; 18-22/10 Big Steam Switzerland.

Large SAE for details from:

TEFS Travel Service, Quorn, Leics LE12 8AX

VIDEO

SEVERN VALLEY IN VIDEO

Superb quality video tapes of the Severn Valley Railway are now available

For futher details contact:

**VIDEO LINE
20 BRANCHES CLOSE
BEWDLEY, WORCS DY12 2HD**

EXCLUSIVE VIDEO & SUPER 8 FILM PRODUCTIONS

Vintage and modern railways, trams and aircraft. Please send 50p stamp for lists. Callers welcome.

**PERRY'S MOVIES LTD,
129 Kingston Road, London SW19 1LU
Tel:- 01-540-5912**

The Video Workshop presents

THE STEAM RAILWAY

A look at steam railways from the 40's to present day. Archive material both from the cinema and W.A. Camwells library is included throughout the film. Part of the commentary by Alvar Lidel with full soundtrack throughout. Locomotives from all regions including Romney Hythe in its 40's days. Coronation Scot, Evening Star, Rocket, etc., are among many such scenes throughout this collectors item. S.V.R. – Dart Valley – Torbay & Didcot provide the scenes for preservation.

Price: £25.60 + £2 p&p. Length 50 minutes.

ONCE UPON A LINE. Both model and mainline steam in the 40's.

Price: £18.60 + £2 p&p. Length 30 minutes.

All films available in Beta – VHS – VC2000 (Pal system only).

Overseas add £5.00 p&p. Tel: 0299 400628

The Video Workshop, 24 Brook Vale, Bewdley, Worcs. DY12 1BQ

RAIL FILMS ON VIDEO **VHS/BETA**

AV1. Ten Years of Steam on B.R. 1971-1981 Silent Colour. Part 1 approx 1 hour £20. Part 2 1¼ hours £21.

AV2 Preserved Branch Line Album. 2 hours Silent £26.

AV3. "On Shed" Carnforth (Steamtown) 1¼ hours Silent £25.

AV4. Preserved Steam Loco Miscellany 1 hour Sound £25.

AV9. Continental Transport Selection 1983. A video made of Trams, Trolleybuses and Railways. 1 hour Sound £25.

AV10. From Steam to Diesel. 1 hour Silent/Sound £25.

All are in Colour and Post Free. Send S.A.E. for other titles or details of Videtaping & Slidecopying service.

**ANBRICO VIDEO SERVICES (Dept. SR7). Tel. 0532 570927
Perseverance Street, Pudsey, West Yorkshire. LS28 7PZ.**

DISSATISFIED WITH OTHER FILMS/VIDEO? Hillside Super-8 customers keep buying! Historic BW, NER 1929 – £13.95; Southern 1930s – £14.95; Rugby 1948 – £13.95; Oxford 1948 – £14.95; St. Enoch 1931 – £15.75; Hillside Publishing, 2 Moultrie Rd., Rugby, Warks. *34-P*

WANTED

WANTED: Copy No.1 of the "Great Locomotives" pamphlet now being sold. Name own price, within reason. Mr. D. Morley, 219B Queens Drive, Putnoe, Bedford. *23-P*

EX BR PASSED FIREMAN looking for the original smokebox numberplate from 9F 92069. Can anyone help? 11 Freemans Lane, Charnock Richard, Chorley, Lancs. Tel. Coppull 791760. *27-P*

RAILWAY BOOKS always wanted for cash in large or small quantities. Keegans Bookshop, Harris Arcade, Friar St., Reading RC1 1DN. Tel: 0734-587253. *22C982*

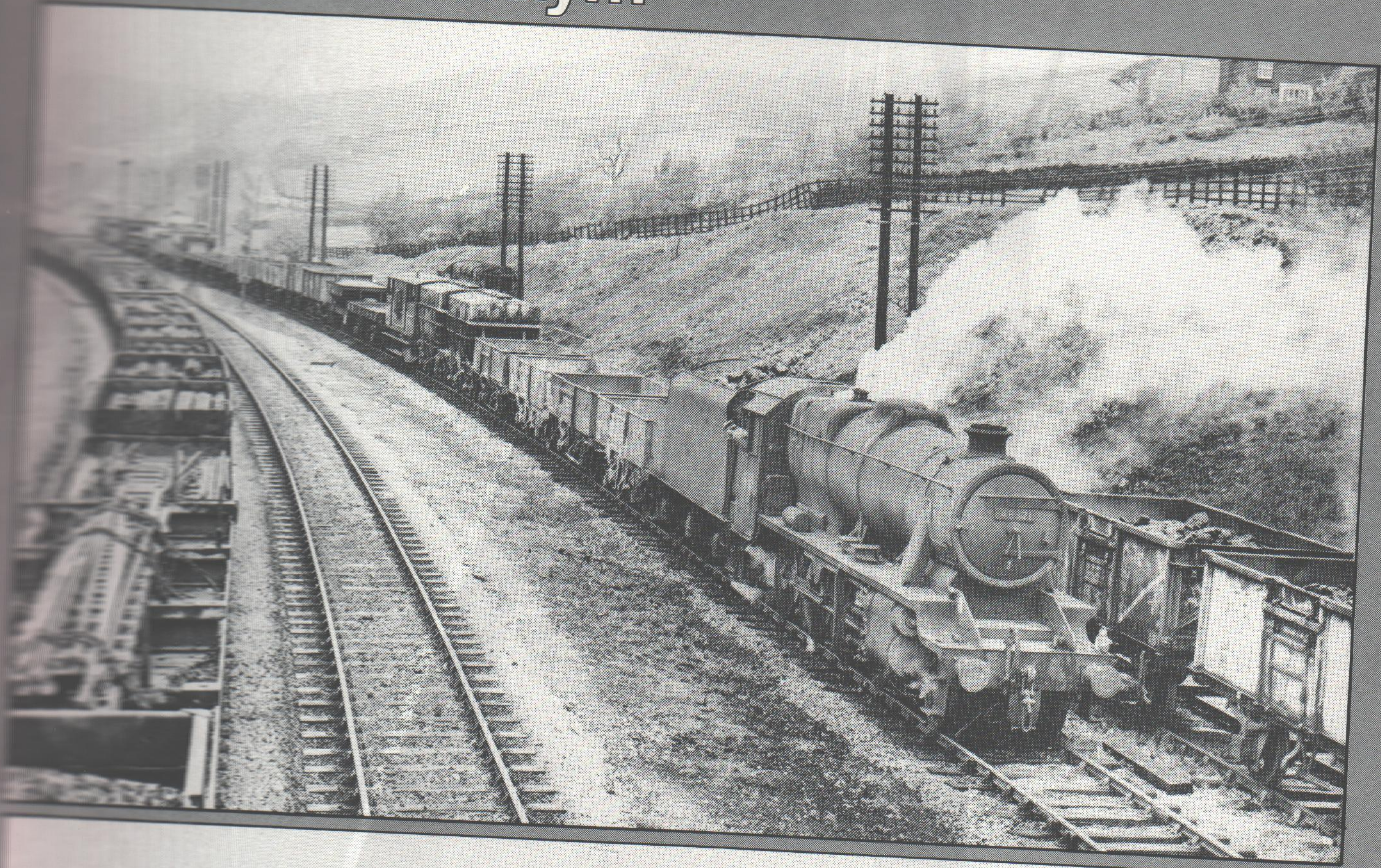
RAIL LINES MUSEUM. Railway relic display and railway shop. Model railway items, books, magazines, relics, etc. for sale. Open Tuesday-Saturday inclusive 10.30-13.00, 14.00-16.00, 33 CORN STREET BATH, (5 mins from railway station). Admission charged to museum area. *36-C*

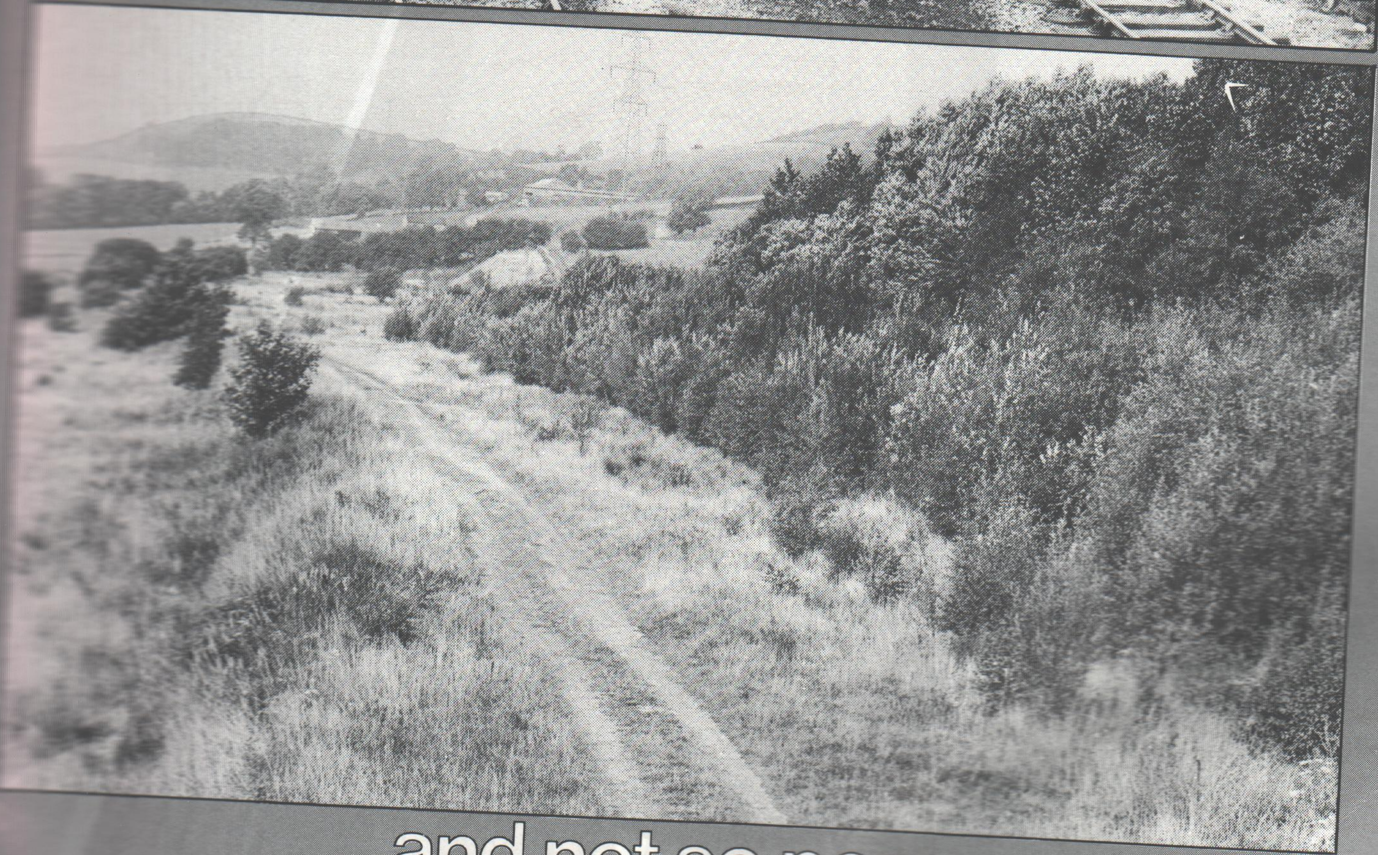
STEAM SCENE OF LANCASTER

wish to purchase your surplus railway books/magazines, railwayana etc. Dinky/die cast toys, vintage models etc. Railway book collections purchased. All replies to:

14 Sir Simons Arcade, Lancaster, Lancs. Tel: 0524-36898

Permanent way...





...and not so permanent way

Gowhole sidings, situated on the Midland line between Chinley and New Mills South Junction (Derbyshire), is a typical example of a once-busy freight railhead, now sunk into oblivion by the decimation of BR's freight business. In spite of its 'middle-of-nowhere' setting, Gowhole yard, boasting its own turntable and water column, was in use 24 hours a day, receiving and despatching freight from Sheffield and the East Midlands (via the Hope Valley line), South Lancashire (from Cheadle and the CLC), East Lancashire (via the Marple & Romiley line), Buxton (from the LNWR) and Rowsley yard (via the Midland main line). The LMS Garratts, working freight from Hasland, were regular visitors in the 1950s, and the yard was still in use at the end of steam in 1968, but it finally succumbed to closure in the early 1970s. Top: 8F 2-8-0 No.48321 arrives at Gowhole with a freight from Newton Heath in April 1968. Below: Gowhole sidings, returned to nature, August 1983. Photographs Les Nixon.

30346
124
30346
SAM COOK
WOKING